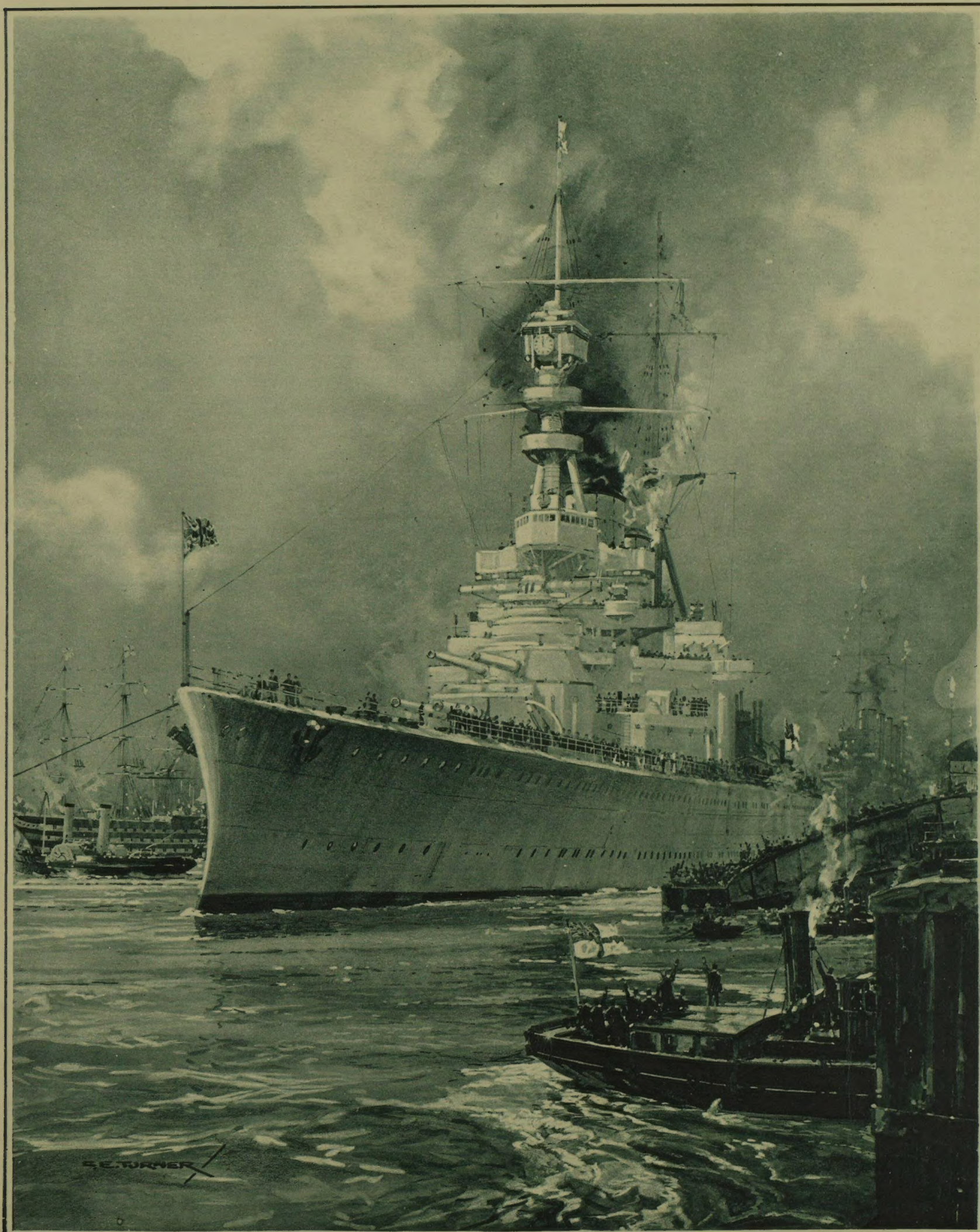


THE ILLUSTRATED LONDON NEWS

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SATURDAY, OCTOBER 29, 1921.

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THE PRINCE STARTS FOR INDIA: H.M.S. "RENOWN."

The battle-cruiser "Renown" has once more been chosen to convey the Prince of Wales on one of his Empire tours—this time to India and Japan—as on the previous occasions when he visited Australia and New Zealand and, before that, Canada and the United States. It was arranged that the "Renown," with the Prince onboard, should leave Portsmouth for India on Wednesday, October 26. She has been painted white for the new voyage, and the Prince's

quarters have been overhauled and re-equipped, as illustrated on a double page in this number. The ship is commanded by Captain the Hon. Herbert Meade, D.S.O. The "Renown," a sister ship of the "Repulse," was built at Clydebank in 1916. She has remarkable speed, and in 1917 is said to have touched forty-one knots while engaged in intercepting enemy war-ships. She carries six 15-inch guns. The "Victory" is seen above, on the left.

DRAWN BY OUR SPECIAL ARTIST, C. E. TURNER. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

I HAVE just finished and laid down a book, of which it is really true to say, in the old jobbing journalistic phrase, that I could not lay it down until it was finished. It seems to me an extraordinary phenomenon. It is a sensational novel that is full of sense. It is called "The Black Circle"; it is written by Mr. Cuthbert Edward Baines; and it is published by Messrs. Hodder and Stoughton as having gained the prize in their competition of first novels. I should think it deserved the prize; and if it is a first novel, I hope it will not be the last. When I say it is a sensational novel full of sense, I mention two qualities which are not often supposed to go together, but which ought apparently to make for success and popularity when they do go together. But here something more subtle is involved; and I am not so certain as I should like to be. The sensationalism is of the sort called by some vulgar sensationalism; it involves a wild race of motor cars, a wild war of revolvers, plotting and counter-plotting with all sorts of scientific instruments known and unknown, in the exhilarating manner of Mr. Oppenheim. And the sense is commonsense; indeed, it might with special propriety be called horse sense. It might still more properly be called cow sense, or pig sense, or potato and turnip sense. For it concerns the struggle of a sane and stubborn peasantry to protect its property against the gigantic intrigues of plutocrats and politicians. But the difficulty of praising it adequately, to the average reader of to-day, is that, while its sensationalism will seem familiar, its sanity will seem fantastic. The modern reader will be already familiar with all that is impossible. It is only what is practically certain that he will find incredible. It will seem almost hackneyed and humdrum that a world-organiser of crime should toss about such a trifle as a pestilence from the tropics, or should poison wasps in the hope that they will poison clerks. But it will seem to him utterly crazy and inconceivable that the clerks should themselves own a little of their native land; that large numbers of Englishmen should actually be living off the soil of England; in short, that England should have established that superhuman and unattainable Utopia which anyone can see by crossing the Channel to France.

But the curious value of the book consists in the combination or contrast between its wildness in design and its worldly wisdom in detail. The comments on life are very shrewd, and even realistic and restrained, even though the men who make them are doing things analogous to riding on giraffes or hanging by their teeth from balloons. There is something singularly refreshing about a romance which deals with the fresh types of reality, instead of the stock types of realism. The peasants are understood, where they are generally only underrated. But they are by no means merely overrated. The author, though his sympathies are on their side, very sanely suggests the difficulty of their vices and the danger of their very virtues. He realises that the free peasant has all the opposite faults to the workman or wage-earner of the towns. For instance, he realises the danger of that very real thing called paganism; something far more formidable than an artificial thing like atheism. And the very word pagan is the same as the word peasant; the *paganus*, the paysan, the man of the earth. The town clerk

knows so little of nature as to be a materialist. The peasant knows too much of nature, and sometimes descends to be a nature-worshipper. But even this religion is realistic, sometimes it is almost pessimistic; and in all nature-worship there is a faint potentiality of devil-worship. All these truths are touched on or hinted at with remarkable insight, in the course of this rapid narrative. The writer realises that Christianity, now everywhere the soul of the European peasantry, would then have another fight before it with something

superstition. "The weakness of the towns is in their credulity, the weakness of the peasants in their suspicion." Scepticism is the real mark of the rustic; he is more really sceptical than a whole school of scientific professors. Misled by a few proverbs and fairy tales, which the rustic really takes very lightly, the superficial sociologist from the cities has largely missed this rustic realism. Indeed, it is natural that he should miss it, for he cannot even imagine it; it is too real for him to imagine. The peasants in this story might mob their parish priest, or run away from him, or worship him, or kill him. But whatever they did would be founded on the facts about him; on his face, and his voice, and his material acts with money or land. But the man in a great modern city lives in the midst of a vast mythology. All sorts of utterly unreal beings are real to him, through the newspaper or the cinema. He is like a heathen really believing in false gods; or a child really believing in characters in fiction.

Men had a vision of the Grand Old Man like a vision of the Great God Pan. It had no particular relation to the real merits and demerits of the old gentleman whom his friends visited at Hawarden. Men accepted the mystery of Disraeli as they accepted the mysteries of Dionysus. They wreathed themselves with wild flowers, and swayed giddily to and fro in the wild dances of the Primrose League. Perhaps that was why Disraeli was called Dizzy. But obviously the primrose passion had very little to do with the astute and artificial Jew whose name it invoked.

And you cannot awaken that sort of primrose passion among the people who really live among the primroses, not to mention the potatoes and the beans. As Mr. Baines observes, you might as well try to make pea-soup of pebbles as make "public opinion" of peasants. For that sort of public opinion is simply mass-suggestion. And the peasant is individual and independent of mass-suggestion. As Mr. Baines observes, "He reads no papers except an agricultural weekly; and he disbelieves even that."

In short, the peasant has many bad and good characteristics, but among others this one minor characteristic: that with him there may be liberty and without him there must be slavery. A great many Socialists and social reformers, as well as a great many millionaires and trust magnates, honestly desire that there should be slavery. They prefer slavery; and they can give rational and plausible arguments for slavery. Thus Mr. Bernard Shaw says that a few capable men must always govern the masses; and the capitalists agree with him, and are ready to provide the few capable men. Trotsky and the trusts are entirely at one on the essential necessities of strike-breaking, of industrial punishments, of forced labour—Bolshevism and Big Business are very much alike; they

are both built on the truth that everything is easy and simple if once you eliminate liberty. And the real irreconcilable enemy of both is what may be called Small Business; the liberty of the little landowner who has never heard of Mr. Bernard Shaw's books or lectures at all. The peasants will simply be unconscious of him, till he comes to remove their land-mark; and then they will murder him—without knowing his name.



FINANCIER, PHILANTHROPIST, AND A POWER BEHIND THRONES: SIR BASIL ZAHAROFF, G.C.B., G.B.E., PHOTOGRAPHED RECENTLY IN LONDON.

Sir Basil Zaharoff, whose fortune is reputed to be at least £20,000,000, is a mysterious and powerful personality, credited with wielding a strong influence in the world's affairs. A banker by profession, he owns property of all kinds, from theatres to half Monte Carlo, where he entertains lavishly, as also at his Paris residence in the Avenue Hoche. He has, too, a country seat in France, the Château de Balincourt, Seine et Oise. He is said to have given £500,000 a year to the Greek Government during the Balkan Wars, £100,000 for a wireless station at Athens, £28,000 each to the Universities of Paris (for a Chair of Aeronautics) and of Petrograd, £20,000 for the training of French athletes, and £25,000 each to the Universities of Oxford and London. "Debrett" records that he is the son of Basil Zaharoff, of Paris, was born in 1850, and is "a generous donor to the poor of Paris." He received the G.B.E. in 1918 and the G.C.B. (Civil) in 1919.—[Photograph supplied by Barratt.]

more elemental than the dismal industrial intellectualism. "I somehow think," says the parish priest in this story, "that if Mithras comes we shall beat him, as we beat him of old."

Above all, the book emphasises the most vital mark of the modern cities, as compared with the peasantries. The city men really are what they accuse the peasants of being. The city men are superstitious; they are steeped and soaked in

AMERICA'S UNKNOWN SOLDIER; IRISH DELEGATES; A PARIS BOMB.

PHOTOGRAPHS BY ALFIERI, SPORT AND GENERAL, I.B., TOPICAL, AND L.N.A.



COVERED WITH THE STARS AND STRIPES ON A GUN-CARRIAGE: THE COFFIN OF THE AMERICAN UNKNOWN SOLDIER LEAVING THE HOTEL DE VILLE, CHALONS.



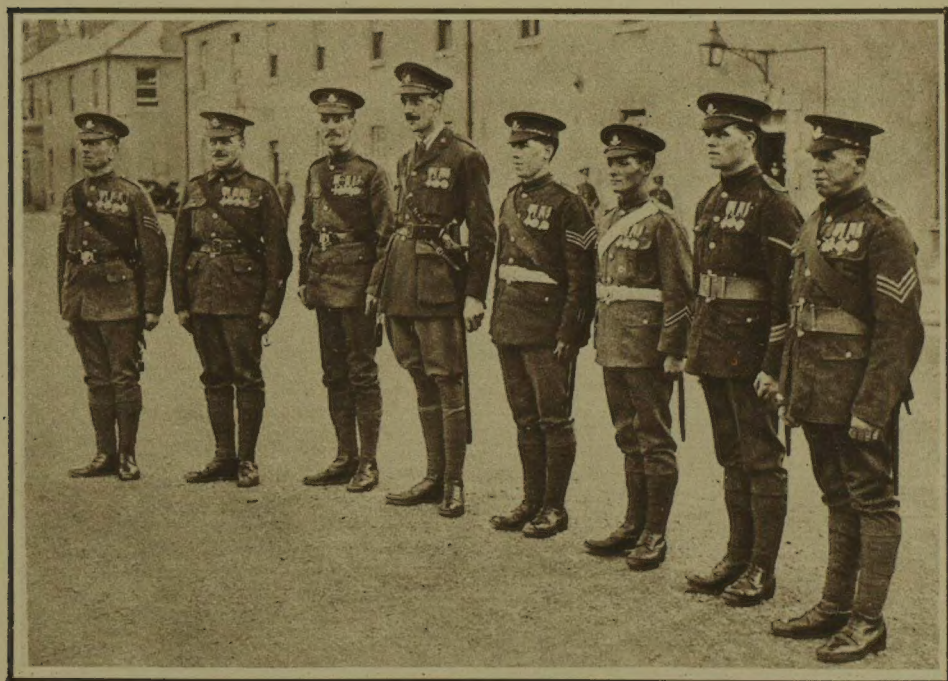
WHERE THE AMERICAN UNKNOWN SOLDIER WILL BE BURIED ON ARMISTICE DAY: THE UNITED STATES NATIONAL CEMETERY AT ARLINGTON.



SINN FEIN DELEGATES HURRYING INTO 10, DOWNING STREET, FOR THE CONFERENCE: MR. ARTHUR GRIFFITH (RIGHT) AND MR. MICHAEL COLLINS.



SHOWING A MIRROR (RIGHT) INTACT: A DRESSING-ROOM IN THE PARIS HOME OF MR. MYRON HERRICK, U.S. AMBASSADOR, AFTER THE BOMB BURST.



SURVIVORS OF A GALLANT DEED AT GHELUVELT IN 1914: CELEBRATING (IN DUBLIN) A MEMORABLE ACTION BY THE 2ND BATTALION OF THE WORCESTERS NEAR YPRES.



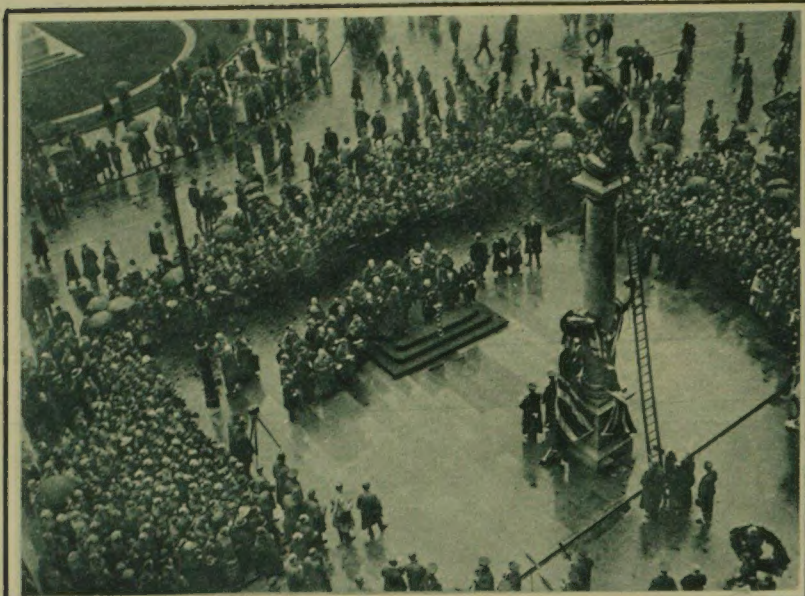
UNVEILED BY THE LORD MAYOR OF LONDON, SIR JAMES ROLL (RIGHT): A WAR MEMORIAL ON THE CHURCH OF ST. LAURENCE JEWRY.

The American Unknown Soldier who is to be buried in the National Cemetery at Arlington, near Washington, on Armistice Day (November 11), was chosen on October 24 at Chalons-sur-Marne, out of four unidentified bodies brought from four American war cemeteries in France. The coffin was taken by train to Paris en route for Havre and the United States. Among those at the Hôtel de Ville at Chalons were Generals Allen and Rogers, and the French General Duchesne.—As mentioned under the portrait of the U.S. Ambassador to France, Mr. Myron T. Herrick, on our "Personal" page, a bomb was recently sent by post to his house in Paris. His English ex-soldier valet, William

Blanchard, threw it into another room, where it burst, wounding him in the leg. The outrage was attributed to Communists.—Ten survivors of the 2nd Batt. Worcestershire Regiment, which saved the British front at Ypres in October 1914, recently celebrated the event at Portobello Barracks, Dublin. General Sir Nevil Macready was present. Our photograph shows Capt. Sheppard (fourth from left), Q.-M. Lugg, Sergt.-Major Crump, Lce.-Corp. Lane, and Sergts. Bryant, Smith, and Heather.—The Lord Mayor, Sir James Roll, unveiled on October 22 a tablet to men of the 1st London (City of London) Brigade, R.F.A., outside the Church of St. Laurence Jewry, in the Guildhall courtyard.

"THEIR NAME LIVETH FOR EVERMORE": NOTABLE WAR MEMORIALS.

PHOTOGRAPHS BY TIERNEY (LIVERPOOL), RENNISON (SEATON DELAVAL), L.N.A., TOPICAL, AND SPORT AND GENERAL.



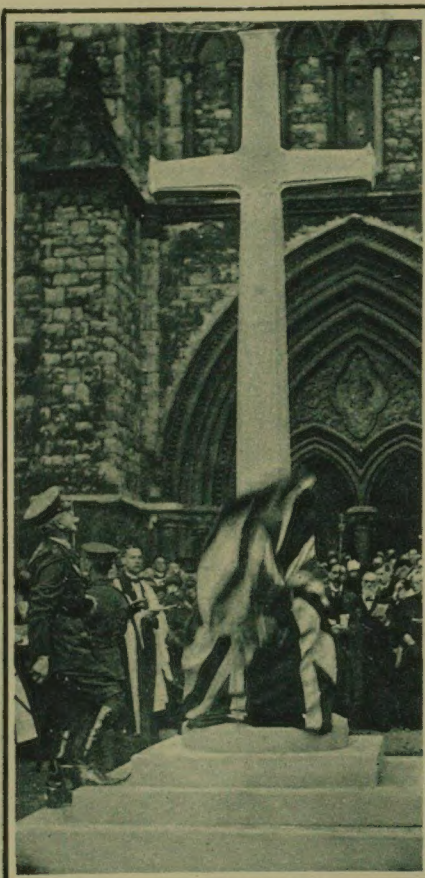
THE CUNARD STEAMSHIP COMPANY'S WAR MEMORIAL AT LIVERPOOL: UNVEILED BY LORD DERBY (ON LEFT OF CENTRAL GROUP).



THE DUKE OF NORTHUMBERLAND AT PRUDHOE-ON-TYNE: SPEAKING AT THE WAR MEMORIAL LYCH-GATE, WHICH HE OPENED.



THE PORTSMOUTH WAR MEMORIAL: PLACING WREATHS ON ONE OF THE "GUARDIAN" STATUES.



SOUTH HACKNEY'S MEMORIAL: SIR FRANCIS LLOYD (LEFT) RELEASING THE UNION JACK.



UNVEILED BY EARL HAIG: THE L. AND N.W.R. WAR MEMORIAL AT EUSTON.



IN MEMORY OF 5000 MEN OF PORTSMOUTH WHO GAVE THEIR LIVES IN THE GREAT WAR: THE SCENE AT THE UNVEILING BY THE DUKE OF CONNAUGHT ON OCTOBER 19.

Unveiling the Cunard Steamship Company's War Memorial outside their chief office at Pierhead, Liverpool, on October 23, Lord Derby said he would never forget the recruiting meeting when members of the shipping staffs marched to enrol in the famous "Pals" Brigade.—The Duke of Northumberland recently opened a lych-gate erected as a war memorial at Prudhoe-on-Tyne, and also unveiled the Roll of Honour.—The Portsmouth War Memorial was unveiled on October 19 by the Duke of Connaught, who was afterwards made an honorary freeman of the borough, the only one on the roll. The cenotaph is guarded by two statues, of a sailor and a soldier respectively, working machine-guns, to

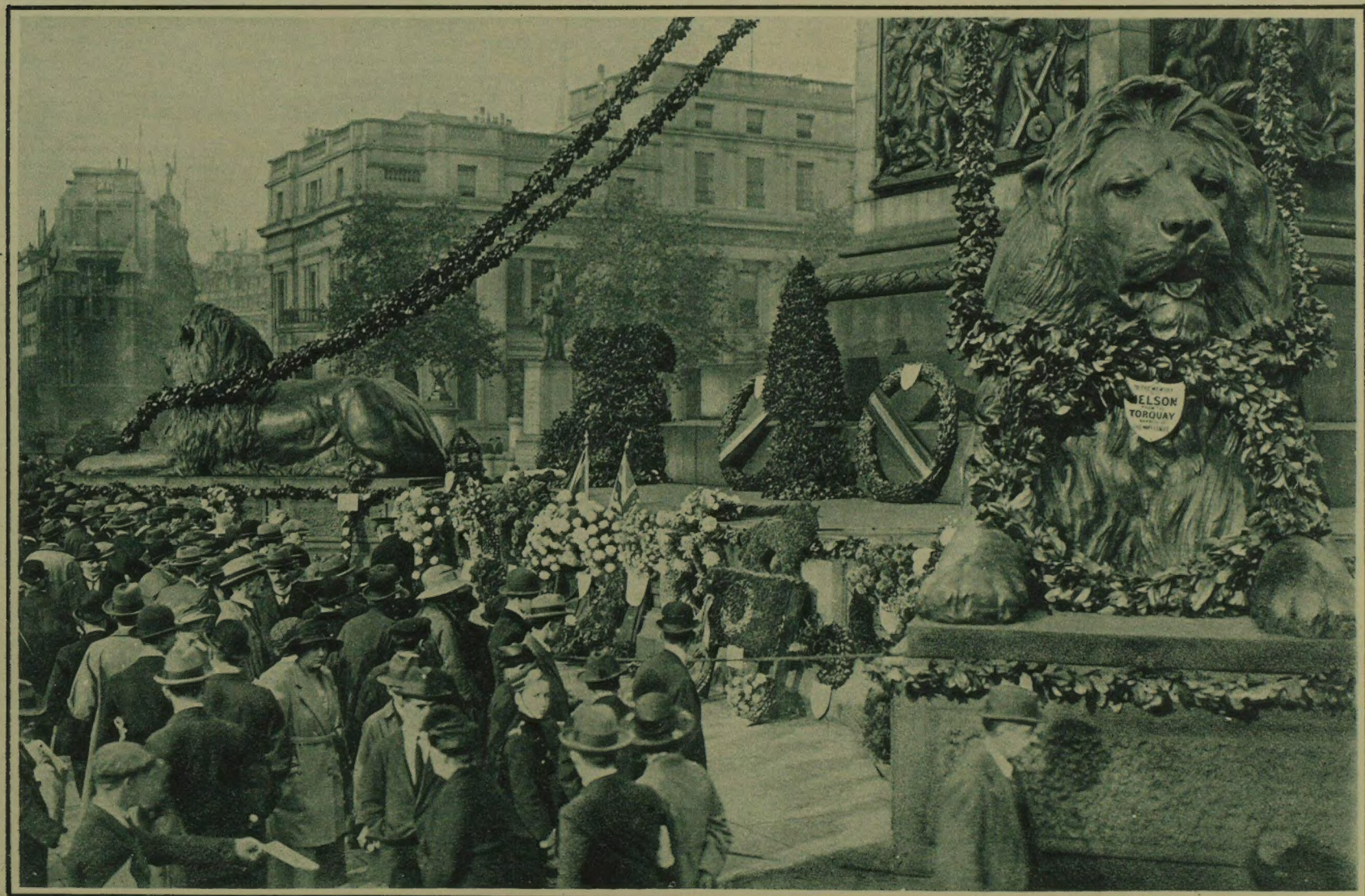
typify the town's close association with both Services.—General Sir Francis Lloyd, who commanded the London District from 1913 to 1919, unveiled on October 23 a cross erected in South Hackney Churchyard to men of the parish who fell in the war. The Bishop of Stepney officiated.—Earl Haig unveiled the L. and N.W.R. War Memorial at Euston Station, in honour of 3719 members of the company's staff, on October 21. It was dedicated by the Archbishop of Canterbury. Expressing the Army's debt to railways in the war, Earl Haig said it was a North-Western train that carried him about France in the critical days of 1918, formed his advance headquarters, and finally went to Cologne.

CONTRASTS IN TRAFALGAR SQUARE: DESECRATION AND VENERATION.

PHOTOGRAPHS BY I.B., AND TOPICAL.



THE DESECRATION OF NELSON'S COLUMN BY DISLOYAL PROPAGANDA MEETINGS: A RECENT EXAMPLE—THE SINN FEIN GATHERING HELD TWO DAYS AFTER THE ANNIVERSARY OF TRAFALGAR.



THE NELSON COLUMN AS A SHRINE OF LOYAL PATRIOTISM: A SPLENDID ARRAY OF TRIBUTES ON OCTOBER 21, THE 116TH ANNIVERSARY OF THE BATTLE OF TRAFALGAR.

There is a curious inconsistency in the public use of Trafalgar Square, with all its monuments of great deeds in British history. While on Trafalgar Day the Nelson Column is treated as a patriotic shrine, on other occasions the plinth is chosen as a platform for the dissemination of all manner of sedition and disloyalty. Public opinion seems to regard such desecration with apathy. The wreaths and other tributes placed at the foot of the column on October 21, the 116th anniversary of Trafalgar, were the finest that have been seen since

before the war. The Navy League's large wreath of white chrysanthemums was in a prominent position. Others came from the Governments and peoples of Australia, New Zealand, Newfoundland, India, and South Africa; and other sources. Ropes of laurels hung from above the panels and were caught in the mouths of Landseer's bronze lions. The Irish demonstration in Trafalgar Square on Sunday, October 23, was held to commemorate the death of the late Lord Mayor of Cork (Mr. T. McSwiney), from hunger-striking, on October 25, 1920.

METZ STATUES; BROOKLANDS; MRS. FORBES MARRIED; TOKYO.

PHOTOGRAPHS BY PRILLOT (METZ), C.N., SPORT AND GENERAL, AND TOPICAL.



ERECTED BY THE GERMANS AT METZ IN 1909: THE STATUE OF THE EMPEROR FREDERICK III.



OVERTURNED BY THE PEOPLE OF METZ IN 1918: THE DOWNFALL OF "FREDERICK III."



CAST IN BRONZE MELTED DOWN FROM "FREDERICK III.": THE NEW STATUE OF PAUL DÉROULEDE.



THE GREAT 200-MILES RACE FOR SMALL CARS AT BROOKLANDS: A PANORAMIC VIEW OF THE COMPETITORS JUST BEFORE THE START.



A FAMOUS WOMAN-EXPLORER MARRIED: LT.-COL. McGRATH, R.A., AND MRS. FORBES.



THE CROWN PRINCE OF JAPAN WELCOMED HOME FROM EUROPE: REPLYING TO AN ADDRESS IN TOKYO.



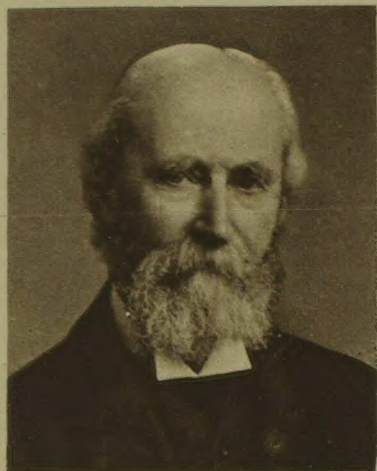
EXPELLED FROM ENGLAND UNDER THE ALIENS ACT: DR. OSCAR LEVY AND HIS WIFE.

On October 16 the French Minister of War, M. Barthou, unveiled at Metz a statue of Paul Déroulède, the famous soldier-poet and patriot, whose songs did much to inspire the deliverance of Alsace-Lorraine. The statue was cast in bronze melted down from that of the German Emperor Frederick III., which previously stood on the same site.—The 200-mile race for small cars held at Brooklands on October 22 proved a triumph for the Talbot-Darracqs, whose team took the first three places. An account of the event, with a photograph of the winners, appears in our "Chronicle of the Car" notes on a later page.—The wedding of Lieut.-Col. A. T. McGrath, R.A., and Mrs. Rosita

Forbes, the famous explorer, who reached the Senussi stronghold across the Libyan desert, took place on October 22, at the Chapel Royal, Savoy.—Japan celebrated with enthusiasm the safe return of the Crown Prince from his tour in Europe. Our photograph shows him replying to an address from the Mayor of Tokyo, Baron Goto, on September 8.—The action of the Home Office in expelling Dr. Oscar Levy under the Aliens Act has been much criticised. The French Consulate was recently authorised by M. Briand to give him a "safe conduct" to France. Dr. Levy is a literary man, best known for his English translation of Nietzsche.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY ELLIOTT AND FRY, C.N., KEYSTONE VIEW CO., SWAINE, TRANSOCEAN (BERLIN), CENTRAL PRESS, WÖRSCHING, BARRATT, I.B., RUSSELL, LAFAYETTE, AND PHOTOPRESS.



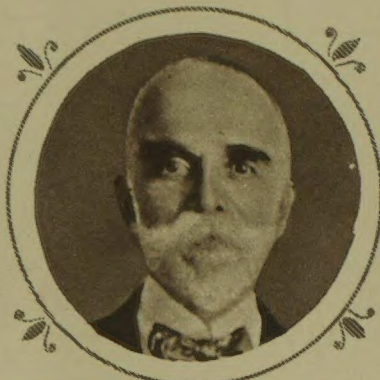
A PAINTER WHO SPECIALISED IN HIGHLAND CATTLE: THE LATE MR. PETER GRAHAM, R.A.



THE GERMAN CHANCELLOR WHO RECENTLY RESIGNED: DR. WIRTH.



ASSASSINATED: SENHOR GRANJO, EX-PORTUGUESE PREMIER.



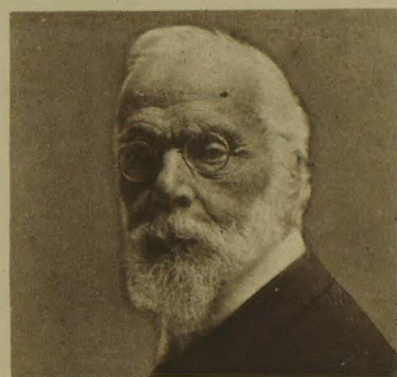
ASSASSINATED: SENHOR MACHADO DOS SANTOS.



LORD DAWSON, WHOSE PRONOUNCEMENT ON BIRTH-CONTROL HAS CAUSED MUCH CONTROVERSY.



TWO WOMEN M.P.'S, ON THE TERRACE: MRS. WINTRINGHAM AND LADY ASTOR (L. TO R.).



A MONARCH WHOM WAR DEPOSED: THE LATE LUDWIG III. OF BAVARIA.



WELL KNOWN IN POLITICS AND JOURNALISM: THE LATE MR. KENNEDY JONES.



THE U.S. AMBASSADOR IN PARIS, WHO RECEIVED A BOMB: MR. M. T. HERRICK.



INVENTOR OF PNEUMATIC TYRES: THE LATE MR. DUNLOP.



WITH HER PORTRAIT OF HER HUSBAND, SIR JOHN LAVERY: LADY LAVERY.



DISMISSED ON HER MARRIAGE: DR. G. MIALL-SMITH.

Mr. Peter Graham, the well-known painter of Highland cattle in their native hills, died on October 19, at St. Andrews, aged 85. He was born at Edinburgh in 1836.—After the revolution in Lisbon, on October 19, several Ministers of the deposed Government were assassinated, including the Premier, Senhor Granjo, and Senhor Machado dos Santos, who were shot while under arrest.—Lord Dawson's recent speech, in which he discussed the subject of birth-control, met with strong approval in some quarters, and strong protests in others.—Dr. Wirth, the German Chancellor, and his Ministry resigned on October 23 as a protest against the League of Nations' decision on the Silesian

question.—Mrs. Wintringham, recently elected for Louth, is the first British-born woman to become an M.P.—King Ludwig III. of Bavaria died in Hungary, on October 17, in his seventy-seventh year.—Mr. Kennedy Jones was M.P. for the Hornsey Division.—Lady Lavery's paintings are on exhibition at the Alpine Galleries.—Mr. John Boyd Dunlop, the inventor of the pneumatic tyre, died on October 23, aged 81.—Dr. Gladys Miall-Smith, who was recently married, was asked to resign her position as assistant medical officer for maternity under the St. Pancras Borough Council. On her refusal to resign, the Council dismissed her.

THE RULER WHOM KARL FAILED TO OUST: HUNGARY'S REGENT.

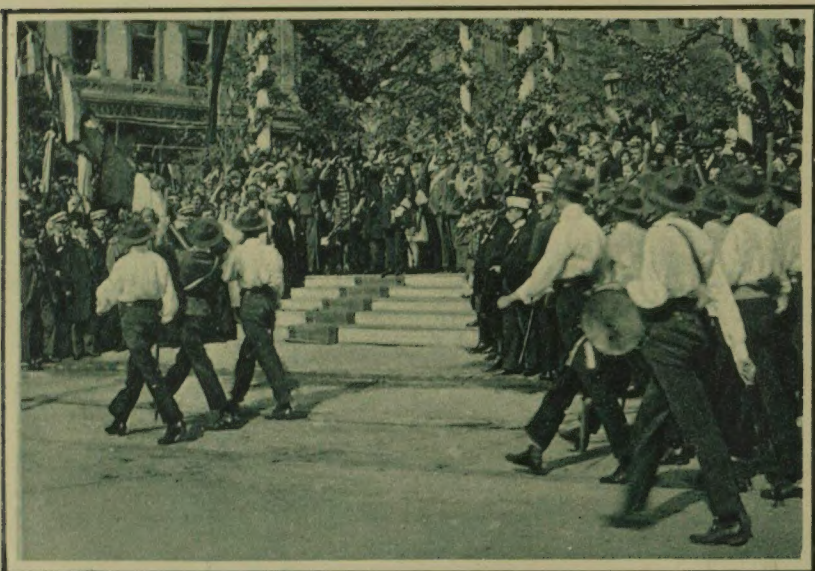
PHOTOGRAPHS BY EAST PRESS AGENCY, BUDAPEST.



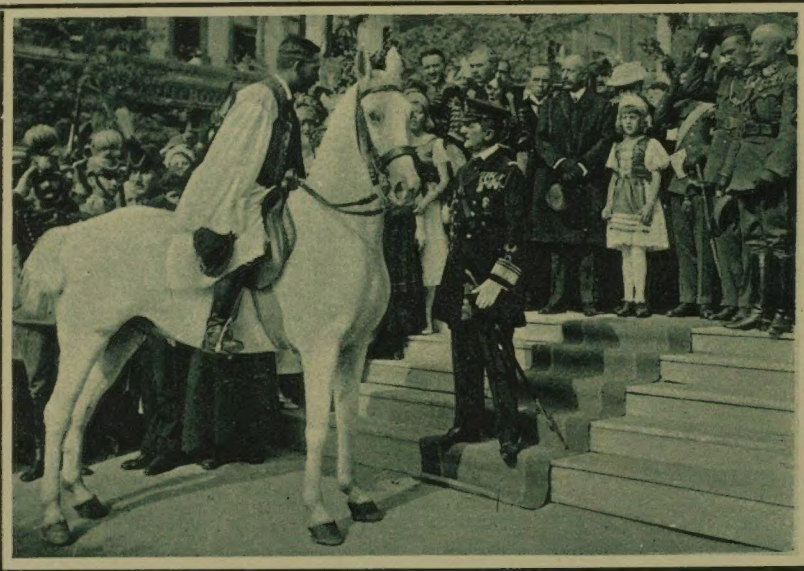
THE "MAN IN POSSESSION" OF BUDAPEST: ADMIRAL HORTHY REVIEWING HUNGARIAN CAVALRY AT PÉCS.



INSPECTING INFANTRY AT PÉCS RAILWAY STATION: ADMIRAL HORTHY CONGRATULATING A DECORATED SOLDIER.



THE BOY SCOUT MOVEMENT IN HUNGARY: A MARCH-PAST BEFORE ADMIRAL HORTHY (CENTRE OF STEPS IN THE BACKGROUND).



HEAD OF THE HUNGARIAN GOVERNMENT WHICH CAPTURED EX-KING KARL: ADMIRAL HORTHY, SPEAKING TO A RIDER IN A PROCESSION.



THE REGENT OF HUNGARY WELCOMED BY THE PROTESTANT WOMEN OF PÉCS: ADMIRAL HORTHY SHAKING HANDS WITH IRENE CSERESNYÉS, DEPUTED TO GREET HIM ON THEIR BEHALF.

Admiral Horthy, the Regent of Hungary, succeeded in repelling the attempt of ex-King Karl to regain the throne, although at one time it was reported that he feared his troops might go over to the Royalists. It was also said that he had a strong bodyguard during the crisis, in case of attempted assassination. These particular photographs were taken on the occasion of celebrations at Pécs, when certain territory had been evacuated by the Serbians. Admiral

Horthy was born in 1868. During the war he was in charge of naval operations in the Straits of Otranto, where he was wounded in May 1917. Later he commanded the whole Austro-Hungarian sea forces. After the revolution of October 1918, he created the national army and entered Budapest, from which the Roumanians then withdrew. He was elected provisional Chief of State in March 1920.

BY AIR TO REGAIN A THRONE: EX-KING KARL'S BREACH OF PAROLE.



PLANNING THEIR AEROPLANE FLIGHT TO REGAIN THE THRONE OF HUNGARY? EX-KING KARL AND EX-QUEEN ZITA AT THEIR SWISS HOME, THE CHATEAU OF HERTENSTEIN ON THE LAKE OF LUCERNE—A PHOTOGRAPH TAKEN THIS MONTH.



WITH SIX OF HER SEVEN CHILDREN, INCLUDING THE EX-CROWN PRINCE OTHO (ON THE LEFT) AND HER ELDER DAUGHTER, THE ARCHDUCHESS ADELAIDE (RIGHT): THE EX-QUEEN ZITA—A RECENT PHOTOGRAPH TAKEN IN SWITZERLAND.

The ex-King Karl of Hungary (who is also ex-Emperor of Austria), in his latest effort to regain the Hungarian throne, established a new precedent by starting on the adventure by air. Accompanied by his wife, the ex-Queen Zita, he secretly left his Swiss retreat at Hertenstein, on the Lake of Lucerne, by motor-car on October 20. At noon on that day they started from Dübendorf in an aeroplane piloted by a German, ostensibly for Geneva, and the next day arrived at Oedenburg, in Burgenland. There they were joined by a Royalist army and on the 22nd crossed the frontier into Hungary and advanced towards

Budapest. Fighting was reported near the capital between Karl's troops and those of Admiral Horthy. A telegram from Berlin, quoting a message from Vienna, stated on October 24 that the ex-King and Queen had been arrested by Hungarian Government troops, at Komorn. The Swiss regard Karl's flight as a flagrant breach of faith, as he had twice promised not to leave Switzerland without notice. His seven children are: Archduke Otho (born 1912), Archduchess Adelaide (1914), Archdukes Robert (1915), Felix (1916), Karl Ludwig (1918), Rudolph (1919), and Archduchess Charlotte (1921).

BOOKS OF THE DAY

By J. D. SYMON.

THOSE who like to make sentimental journeys about London, tracing old landmarks and trying to repeople this locality or that with figures of the past,

will find their own private game played at the very top of form in a book that reconstructs the history and topography of a London district which, truly interpreted, proves itself second to none in interest and romantic association. At first sight, perhaps, the formal streets and squares of Belgravia and Pimlico are not altogether inspiring to the curious antiquary, but when they come under the scrutiny of an inquirer who is minute without being a dryasdust, they yield up "a long but interesting story, lacking symmetry, but possessing many of the ingredients of a real romance."

In the words quoted, Mr. Charles T. Gatty describes his two splendid volumes, "MARY DAVIES

AND THE MANOR OF EBURY (Cassell; £3 3s.), a wonderful piece of research. In the story, "the chief figure is a woman named Mary Davies, for whom we can claim no extraordinary gifts of ability, beauty or noble birth, but around whom were gathered a group of strange people and events, and through whom were transmitted a few fields of pasture, now part of London, which contained even in the seventeenth century the potentiality of growing rich beyond the dreams of avarice." And in order that this remarkable Mary Davies may not glimmer too feebly in the mists of the past, Mr. Gatty by an ingenious artifice links her with the present day. As frontispiece to his first volume he reproduces Leslie's

picture of the Grosvenor family, and, bidding his reader look at it, he tells him that if the present Duke of Westminster stood before the canvas, he could say: "The small boy in the tunic was my grandfather, and the old man holding his hand was his grandfather, and the grandfather of the elderly gentleman was Mary Davies's youngest son."

Every piece of faithful research involves the exploding of popular myth, and about Mary Davies the mythopœic faculty was very busy. "Twenty years ago the world believed and her descendants believed that she lived at Bourdon House in Davies Street, Berkeley Square; that she was the daughter of a London Alderman who kept cows and sold milk; that Bourdon House was the ancient Manor House of the Manor of Ebury; that young Sir Thomas Grosvenor fell in love with the beautiful milkmaid, and that her provident father, knowing the racing tendencies of the Grosvenors, created, in the reign of Charles II., a trust which survives to this day." The only true statement among all these (if we except the knowledge of racing tendencies) is that Mary Davies married Sir Thomas Grosvenor, an act that does not, and did not, imply falling in love; for the heiress was sold by her guardians

after being hawked about the matrimonial market in a manner shameless above the average of such proceedings.

Mary was the daughter of Alexander Davies, son of John Davies, citizen and draper of London, and his wife, Mary Pecock, niece of the eccentric old money-lending lawyer, Hugh Awdeley, whose name lives in Audley Street. Hugh bequeathed (after many capricious disposals and re-disposals) his Manor of Ebury to Alexander, who set about "developing" the Millbank site of his property, but was arrested in this good work by the Plague, which carried him off in July 1665, his daughter Mary being then a babe six months old. Alexander having died intestate, his widow and daughter inherited his property in equal shares. Matters were rather involved, owing to Alexander's heavy speculations in the Millbank buildings, but full of promise under wise management; so Mrs. Davies was easily persuaded to wed Mr. John Tregonwell, reputed a

not set up house for two years. Mrs. Tregonwell's foresight did not end there. She got Sir Thomas to sign a Release, whereby all the profits of little Mary's estate, during infancy, were discharged unaccounted for, and during the two years wait the bride was to receive £500 per annum. Further, Mrs. T. extracted from the bridegroom £5000 to repay Lord Berkeley that bride-price which the Tregonwells had already received and spent, while a Mrs. Mason (evidently Mary's nurse) was to have £50 a year. Mrs. Tregonwell's business ability admits of no question. "God," says Mr. Gatty, "helps those who help themselves, but God help anyone who lights on so helpful a mother-in-law."

Sir Thomas stood in some need of Divine aid, for his marriage was the prelude to strange trouble. At first the couple seemed to live com-

fortably enough, and were much occupied with the building and furnishing of Eaton Hall, close to their first humble residence, the curious old manor of Eaton Boat, so called from the ferry over the Dee. But about 1685 Lady Grosvenor became a Roman Catholic, and twelve years later she gave signs of mental aberration that led to estrangement from her husband. Her frequent entertainment of Roman priests got Sir Thomas into trouble with his neighbours, and, in an England still terrified by the Popish Plot, threats of arrest were not surprising. It is believed that worry wore Grosvenor out, and in 1700 he died "of a feavour."

Mary's widowhood was one long series of

disasters, arising from her alleged marriage by force, in Paris, with Edward Fenwick, brother of the Jesuit priest, Father Fenwick. The whole affair is "wropt in misty" and tangled by prolonged litigation, which ended in a verdict for Fenwick, with "a great estate." Mr. Gatty notes the curious fact that, to his knowledge, no London historian has mentioned that the Lady Grosvenor of this famous matrimonial suit was the heiress of Ebury Manor.

These personal details are only a small part of this most absorbing reconstruction of the past. The book is also a storehouse of topographical curiosities that lend a fresh interest to familiar names, such as Audley Street, Eaton Square, Eccleston Square, Ebury Street, Berkeley Square, and all those thoroughfares styled Grosvenor, which stand on the heritage of Mary Davies. The maps and illustrations, old and new, particularly the views of the Manor from the air (a striking modernism) form a delightful pictorial comment on a text that, for all its seeming discursiveness, unifies into a clear picture many intensely human documents that but for Mr. Gatty's acumen and patience had become alms for oblivion.



A WELL-KNOWN NOVELIST WHO HAS WRITTEN A NEW STORY, "THE RED KNIGHT": MR. F. BRETT YOUNG.

Photograph by E. O. Hoppe



A FAMOUS AMERICAN NOVELIST WHOSE SALES EXCEED 9,000,000 COPIES: MRS. GENE STRATTON-PORTER, WHOSE LATEST STORY IS "HER FATHER'S DAUGHTER."

Photo. Nicholson. By Courtesy of Mr. John Murray.

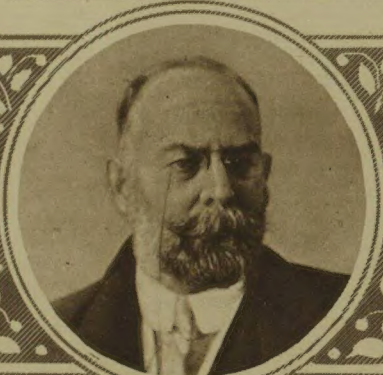


AUTHOR OF "THE ROMANTIC LADY," A NEW NOVEL: MR. MICHAEL ARLEN, A WELL-KNOWN CONTRIBUTOR TO "THE SKETCH."

Photograph by Bertram Park.



AUTHOR OF A NOVEL-TRILOGY: MR. STEPHEN MCKENNA, WHO HAS ADDED "THE SECRET VICTORY" TO "LADY LILITH" AND "THE EDUCATION OF ERIC LANE."—[Photograph by E. O. Hoppe.]



AUTHOR OF "THE PRIVATE CHARACTER OF QUEEN ELIZABETH"—A NEW AND REMARKABLE REVELATION: PROFESSOR FREDERICK CHAMBERLIN.

By Courtesy of Mr. John Lane.



A FAMOUS PLAYWRIGHT AS NOVELIST: MR. W. SOMERSET MAUGHAM, AUTHOR OF "THE TREMBLING OF A LEAF."

Photograph by E. O. Hoppe.

good organiser. The marriage took place in February 1666; "rather sudden," says Mr. Gatty, "but the lady felt that the responsibility was more than she could cope with, and she was probably right." But if the management of the property was beyond her powers, that of her daughter's future certainly was not, for before Mary was eight she was sold for £5000 to the Hon. Charles Berkeley (then between eleven and twelve); but the match fell through—after the Tregonwells had spent the purchase money, which had now to be refunded. Mrs. Tregonwell had no difficulty about finding another suitor; it was only a question of "deciding about the many offers that were made," and the choice fell upon Sir Thomas Grosvenor, an entirely eligible young man about ten years Mary's senior, "intelligent and ambitious."

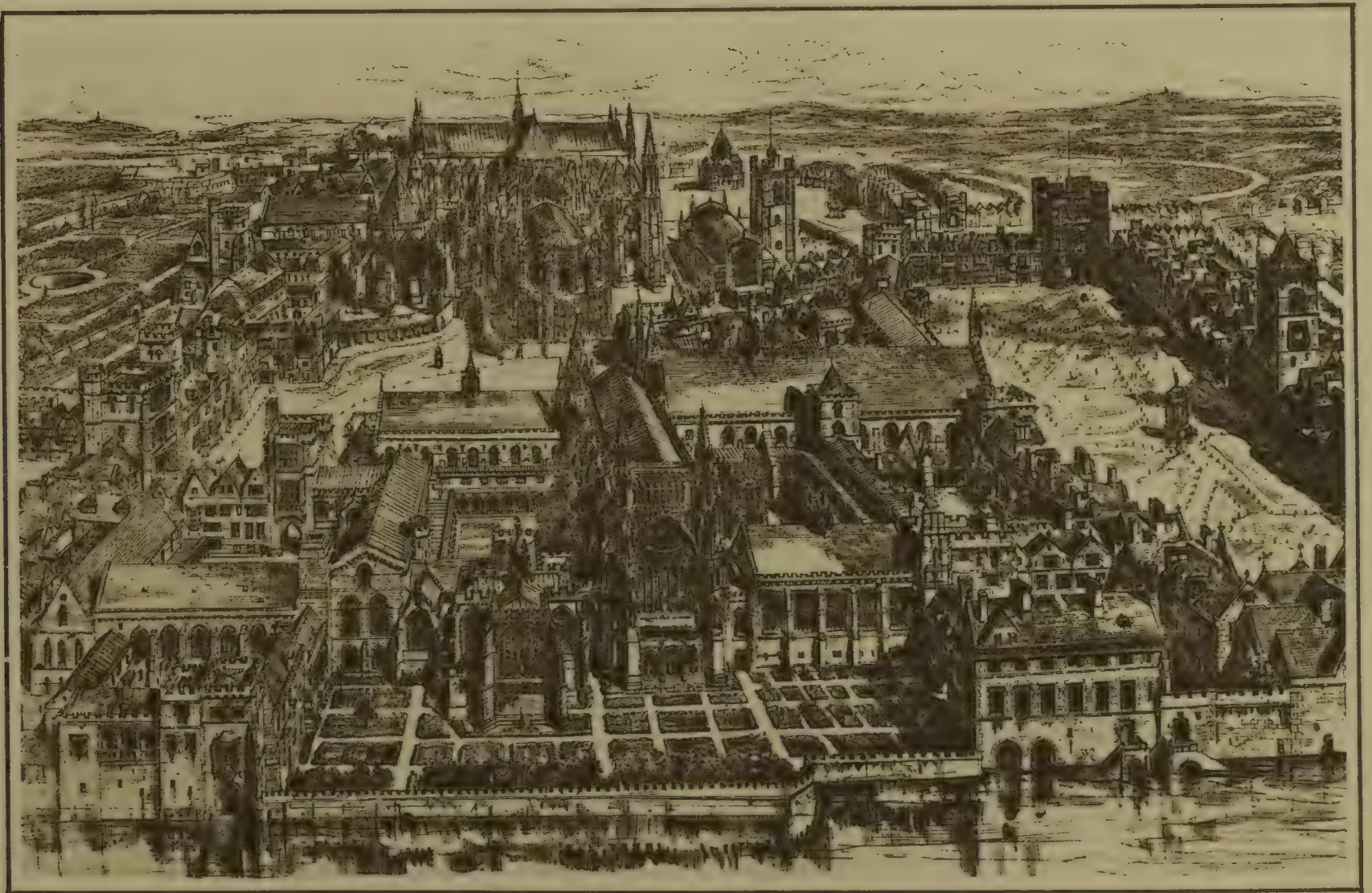
Thomas Grosvenor was not a mere sportsman. A pocket-book that he kept in his twentieth year records "A list of the books that I bought." The purchases numbered about 344, and the buyer's taste inclined chiefly towards military and mathematical works, travel and history. Mary was twelve when she married, but her careful mother decreed that she and Grosvenor should

WHEN CHARING CROSS STOOD ON A VILLAGE GREEN: OLD LONDON.

FROM DRAWINGS BY THE LATE H. W. BREWER, IN "OLD LONDON ILLUSTRATED." BY COURTESY OF "THE BUILDER."



WITH CRIMINALS' HEADS AND LIMBS ON THE TRAITORS' GATE: OLD LONDON BRIDGE IN 1600, WITH BUILDINGS ON IT, INCLUDING NONESUCH HOUSE AND THE CHAPEL OF ST. THOMAS À BECKET.



A ROYAL RESIDENCE FROM EDWARD THE CONFESSOR TO HENRY VIII.: THE OLD PALACE OF WESTMINSTER, WHERE THE HOUSES OF PARLIAMENT NOW STAND—SHOWING (RIGHT BACKGROUND) THE ROAD FROM "THE VILLAGE OF CHARING."

We reproduce here two of ten remarkably picturesque "reconstruction" drawings of London in the sixteenth century, by the late H. W. Brewer, just issued in book form by "The Builder," with descriptive notes by Herbert A. Cox, F.C.A. To that of London Bridge Brewer assigned the date 1600, but Mr. Cox thinks that the Chapel of St. Thomas à Becket, shown in the middle of the bridge, had probably been destroyed previously. The bridge was begun in 1176. In 1577 Nonesuch House (probably used as the Lord Mayor's residence) replaced the original Traitors' Gate. The south end of the bridge then became the Traitors' Gate, and heads and limbs of persons executed were displayed on it,

as seen in the drawing (on the right). Adjoining it is the Church of St Mary Overy, now the Cathedral of St. Saviour, Southwark. To the left of the Traitors' Gate is the Bridge House, built in 1577 and used as the bridge estate office. Between it and Nonesuch House is a drawbridge, which was raised for sailing boats to pass through. The lower drawing shows in the foreground the great Palace of Westminster, burnt down in 1834, when the present Houses of Parliament (completed in 1840) were begun on its site. In the centre is St. Stephen's Chapel, and to the right of it Westminster Hall. Henry VIII. transferred the Court to Whitehall.—Drawings Copyrighted in the United States and Canada.]

THE RETURN TO THE LAND OF PROMISE: JEWISH

PHOTOGRAPHS BY COURTESY OF THE

COLONISATION IN PALESTINE UNDER BRITISH RULE.

AMERICAN COLONY AT JERUSALEM.

"OF the many new States which have sprung into existence as a result of the war," writes Mr. Harold J. Shepherson, F.R.G.S., "none is likely to exercise greater influence upon the world, both politically and economically, than the Jewish State which is being set up in Palestine. True, there has been much opposition on the part of the Arabs and other native races to the idea of making Palestine a National Home for the Jewish race. But we were given the mandate to govern the country on the distinct understanding that we should encourage the Jew to settle in the land of his forefathers, and, incidentally, see that the rights of the natives were not interfered with. We have certainly done our best, and the task has been a trying one. There have been strong Anti-Zionist demonstrations, rioting and even bloodshed."

(Continued in Box 2.)



NEAR THE ANCIENT KIRJATH JEARIM, WHENCE DAVID BROUGHT THE ARK TO JERUSALEM: JEWISH COLONISTS IN AN ORCHARD.



IN AN ALMOND ORCHARD NEAR RICHON LE-ZION: A GROUP OF JEWISH BOYS AND GIRLS.



WHERE MODERN METHODS OF FARMING ARE TAUGHT: CHARLES NETTER'S "AGRICULTURAL SCHOOL ON THE PLAINS OF SHARON, NEAR JAFFA."

Things are now quieter, thanks to the diplomacy and tact which have been displayed in dealing with a racial problem. Meanwhile the Jews have quietly gone ahead and are rapidly establishing themselves in the land. When war broke out there were some fifty Jewish colonies in Palestine, owing between them 110,000 acres of land, or about 11 per cent. of the cultivated area of the country. They were for the most part agricultural settlements with a population of about 15,000 souls. They are situated mainly in the maritime plain from Gaza in the south to Haifa in the north, and in the valley of the Jordan from the Lake of Galilee to the upper regions of that river. Some of these settlements date back forty years and more, though the majority of them were founded within the last twenty years through the generosity of Sir Moses Montefiore, Baron Edmund de Rothschild, and other wealthy Jews. Land was purchased, and Jews from all parts of Europe—Russia, Roumania, Austria, Germany, and other countries—were encouraged to settle on it. At first the colonists had a very hard struggle. Under Turkish rule there were virtually no laws, and the colonists had to police their own settlements to prevent the roving Bedouin carrying off their goods and cattle. There were no sanitary arrangements, and no attempt whatever to keep down malaria by fighting the mosquitoes or the diseases that carried off cattle. Taxes out of all proportion were demanded by the Turkish Government. Nevertheless, the colonists thrived, largely owing to the use of machinery and the more up-to-date and scientific methods employed. These satisfactory results are undoubtedly due to the better manual skill of the Jews, their natural business aptitude, and their progressive spirit. Of the businesslike methods of the settlers no better proof is required than the fact that on the one hand the importation of chemical fertilisers, of wood for packing-cases, of paper for wrapping oranges and lemons, and of various other kinds of raw materials and, on the other hand, the exportation of all the important agricultural

(Continued in Box 3.)



A SETTLER'S SIMPLE HOME: A TYPICAL TEMPORARY HOUSE BUILT BY A NEW JEWISH IMMIGRANT IN PALESTINE.



ONE OF THE FIRST AND LARGEST JEWISH COLONIES



LARGEST IN PALESTINE: OF RICHON LE-ZION.



AMONG THE LARGEST OF THEIR KIND IN THE WORLD: THE WINE WORKS AT RICHON LE-ZION.



BROUGHT IN TO RICHON LE-ZION FROM THE SURROUNDING VINEYARDS: BASKETS FILLED WITH GRAPES.



AT RICHON LE-ZION, WHERE A JEWISH COLONY CONTROLS OVER THREE THOUSAND ACRES: A PICTURESQUE AVENUE OF DATE PALMS

products—wine, oranges, almonds—are carried on by the colonists themselves by means of co-operative societies specially created for the purpose and represented on the chief European markets by their own agents chosen from amongst the members. Practical illustrations of this progressive and scientific spirit are met with in Palestine at every step. In place of the primitive Arab chain pumps, which are set in motion by a camel or a mule that walks round and round with his eyes blindfolded, the Jews have introduced modern pumps, worked by oil or gas motors, for the irrigation of their orange and lemon groves; and on the banks of the River Ajlun, not far from the colony of Petach-Tikwah, in Judea, a Jewish company in 1913 instituted great water-works. In order to encourage cattle-breeding, the Jewish bank, the Anglo-Palestine Company, grants credits for the purchase of dairy cattle on the joint guarantee of a certain number of settlers; while the Jewish National Fund, on its farm of Ben-Shamen, gives demonstrations in dairy-work, poultry-farming, and in the cultivation of fowls. The question of instruction in agriculture, both for children and for the settlers themselves, has always received attention from the various Jewish organisations in Palestine. The agricultural school of Mikveh-Israel, in Judea, is engaged in the technical preparation of young people; the Palestine Office of the Zionist Organisation publishes a monthly agricultural journal, and keeps a travelling lecturer, who goes round the various colonies giving lectures and practical demonstrations; the Jewish Agricultural Experiment Station at Zichron-Jacob, in Samaria, has instituted holiday lectures for teachers in the colony schools. The last-named institution was founded and is maintained by the munificence of a group of American Jews, with the main object of introducing and improving the cultivation of varieties of cereals and other plants. Every year, from the end of July to the end of October, Egypt imports about £80,000's worth of table grapes, which come exclusively from Smyrna and Cyprus. The Experiment

(Continued in Box 4.)

Station has succeeded in acclimatising in Palestine a variety of table grapes ripening three weeks earlier than the precocious varieties of the region, and accordingly capable of appearing three weeks earlier on the Egyptian market. The Station has also supplied valuable information as to the best varieties of olives for planting purposes, showing, by means of numerous analyses made in its laboratories, that the olives of Palestine, especially those of Galilee, are superior to foreign olives, both in the average weight of the fruit and in the quantity of oil. As a result of their successful farming, Jewish land has increased enormously in value. Take the case of the Petach-Tikwah colony in Judea, which controls some 5000 acres of land. In 1890 an acre of irrigable land in this colony cost about £3 12s.; to-day such land would readily

(Continued in Box 5.)



AT THE NEW JEWISH COLONY OF ATTARA, NEAR JERUSALEM: JEWISH SETTLERS COLLECTING STONES FROM THEIR FIELDS.

feth £36 per acre. In 1912 the annual production of the colony was £36,000. In 1880, the second year of the colony's existence, it represented a value of about £120; to-day it is at least worth £600,000, and its population numbers 3000 souls. Turning from agriculture to industry, we find again that what has been accomplished is due almost entirely to Jewish activity. Jews have established modern oil works, and by improved chemical means succeed in extracting as much as 10 per cent. of oil from the residues left by the primitive Arab oil works. The production of wine and brandy is one of the most important branches of their activity. The wine cellars of the Richon Le-Zion colony alone, which controls over 3000 acres of land, on which are cultivated the best varieties of French vines, have a capacity of 1,650,000 gallons. To meet the requirements of the wine business, a large coopering industry has had to be founded. Just before the war they commenced on a small scale

the distilling of essential oils—in particular, essence of geranium and thyme. Silk-factories, glass-works, box-making and other industries have been founded. The building trade of Palestine is virtually controlled by the Jews, and the manufacture of cement stone is entirely in their hands. It is the same with what may be termed local and home industries taught in their school of arts and crafts, known as "Besahel." The foreign trade of Jaffa amounts to nearly 40 per cent. of the entire trade of Palestine. This trade, which in 1904 was valued at £760,000, had in 1912 already reached the figure of £2,080,000, the imports being markedly superior to the exports. Oranges and wines exported by the Jewish settlements alone represent nearly 25 per cent. of the total exports from Jaffa. The greater part of the imports is received by Jewish firms. We can thus form a fair idea of the important part played by the Jewish population in the trade of Palestine."

BOUND FOR INDIA WITH THE PRINCE OF WALES: THE

PHOTOGRAPHS BY STEPHEN CRIER

BATTLE-CRUISER "RENOWN"—HIS QUARTERS ABOARD.

(SOUTHERN) AND L.N.A.



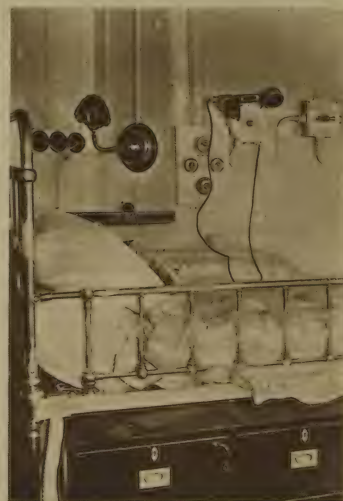
COMFORT WITHOUT LUXURY: THE LOUNGE IN THE PRINCE'S QUARTERS ABOARD THE "RENOWN."



PREPARED FOR THE PRINCE OF WALES AND HIS STAFF DURING THE VOYAGE TO INDIA THE DINING-SALOON.



WHERE THE PRINCE OF WALES WILL ATTEND TO HIS CORRESPONDENCE: HIS WRITING-ROOM.



ENABLING THE PRINCE TO RING UP WITHOUT



WHERE THE PRINCE'S MEALS ARE COOKED:



GETTING UP: A TELEPHONE OVER HIS BED.



THE KITCHEN ATTACHED TO HIS QUARTERS.



ENAMELLED WHITE, WITH ROYAL BLUE CARPETS AND CURTAINS: PART OF THE LOUNGE.



FURNISHED AS FOR A NAVAL CAPTAIN: ANOTHER VIEW OF THE PRINCE'S BEDROOM.



IN COMMAND OF THE "RENOWN": CAPTAIN THE HON. HERBERT MEADE, D.S.O., SHOWING VISITORS OVER THE SHIP AT PORTSMOUTH.

The Prince of Wales arranged to leave Portsmouth for India in the battle-cruiser *Renown* at half-past three on October 26, the Duke of York accompanying him to Portsmouth to bid him good-bye on the ship. The plans for his departure from London were of a simple character, consisting of a family gathering at Victoria. The King and Queen and Princess Mary arranged to come up from Sandringham in order to be there to wish him farewell. The arrangements at Portsmouth were that the old *Victory* should fire a Royal Salute as the *Renown* steamed out, with the *Dundee* to escort her to Gibraltar. The Prince's quarters on board the *Renown* remain much as they were for the Australian voyage. No special expense was incurred in equipping them, the furniture,

apart from personal effects, being such as would be issued in the ordinary course to a Naval Captain. The cabins are enameled white, with carpets and curtains of royal blue, the general effect being both tasteful and cool. The Prince went down to Portsmouth to inspect them on October 11, and was shown over by Captain the Hon. Herbert Meade, D.S.O., who is in command. The *Renown* herself has been painted white. She carries the same Prince of Wales coat-of-arms that King Edward took to India in the *Serapis* in 1867, and Queen Mary had in her cabin in the old *Renown* when she and the King, who was then Prince of Wales, visited India in 1905. The crew of the *Renown* chosen for the present tour includes 75 specially selected boys.

ART IN THE SALE ROOMS

BY ARTHUR HAYDEN.

THE curtain goes up on the autumn art sales. The art world is suffering from nerves, but big events are already foreshadowed. The famous Burdett-Coutts collection, with its treasures, is to be sold under the hammer. There are a score of Sir Joshua's; there is Raeburn's portrait of Sir Walter Scott, Hoppner's "William Pitt," and Lemuel Abbot's "Nelson," a portrait the sitter gave to Collingwood. There is the great green Sèvres service of two hundred pieces, with other glorious china, the like of which has rarely come under the hammer; and of Shakespeare there is the celebrated "Daniel" First Folio, the finest and cleanest First Folio extant.

With the promise of great events in the future, there comes the significant art news that

small stakes, until the prices harden. In these tempting conditions at Willis's Rooms, Messrs. Robinson, Fisher, and Harding recently sold a finely modelled bronze group, "Eternal Printemps," by Rodin, for £40. At the same sale, a six-fold leather Queen Anne screen, decorated in Chinese taste, brought the same amount.

An important collection of hammered English silver coins of the period Edward I. to Charles II., the property of Mr. Raymond Carlyon-Britton, was sold by Messrs. Sotheby on the 18th and 19th. Among these coins were many never before offered for sale, such as the Henry VI. "Calais" penny of the annulet-rosette issue, the Henry VIII. half-groat, one with Irish title, and Charles I. shillings of "Briot's Tower" type. Probably the most comprehensive series of three-halfpenny pieces of Elizabeth was offered; and the Charles I. Aberystwith halfpenny, Bristol threepence, Combe-Martin half-groat, Oxford crown, penny, and others indicate the numismatic rarities.

At Messrs. Puttick and Simpson's on the 19th several libraries of valuable books were sold. Had one a mind to delve into Nelson's early naval career, a manuscript came up of sixty-four pages, in date 1784 to 1786, "An Account of the Proceedings of Captain Nelson of H.M.S. *Boreas*, Relative to the Illegal Trade carried on between the Americans and the British West India Islands, &c." At Barbados Nelson found civil Governors and collectors of customs lax in their duties relating to American traders. He protested without success, and proceeded to seize American ships for illegal trading. In the end he was ordered home. Nelson by this nearly put an end to his career in the Navy. It stopped his promotion for seven years. The manuscript was preserved by his brother William, then chaplain of the *Boreas*, afterwards Earl Nelson.

Persian, Indo-Persian, and Indian miniatures and manuscripts offered other delights to bidders at Sotheby's on the 24th and 25th. From a Persian manuscript dated 1579 a series of exquisite miniatures not only reflected the peculiar grace of design and beauty of colouring, but mirrored the poetry of the Eastern imagining. Lovers of Japanese colour prints, comparatively modern, are enthralled by the magic of the artist's title. Here are some of the Persian titles centuries earlier: "King Anushirwan rebuked by his Wazir, Buzurjmihir, in an explanation as to the secrets of two owls conversing on the walls of a ruined house"; "Bahram Gur, with his wife the daughter of the Khaqan of China in the Yellow Palace on Sunday, seated playing chess"; "Bahram Gur with his wife the daughter of the King of the Sunset Land, in the White Palace on Friday, she offering wine." Other manuscripts depict gardens with lovers or the interior of mosques with kneeling mullahs. Written on leaves sprinkled with gold is "The Rosary of the Pious" by the Sultan Muhammad Khandan in 1564.

A two days' sale, the first portion of a valuable and extensive collection of modern etchings and engravings, was conducted by Messrs. Sotheby, being the property of the late Dr. Macaulay, of Halifax, Yorkshire. Living artists were *en evidence*. No fewer than fifty examples of Mr. Augustus E. John's graver and eighty-five items by Mr. James McBey found themselves in competition with forty-five Méryons, with his intricate states, and some seventy Whistlers, together with over a hundred "defaced etchings and drypoints," to say nothing of a sheaf of his lithographs.

Japanese, Chinese, and Tibetan works of art are pouring into the market. On the 27th and 28th, at Sotheby's, lacquer and ivory and metal work came in quick succession. But for unusual character the votive plaques from the Tibetan monasteries of Lhasa excited great interest. A Tibetan temple shrine of pyramidal design with a *catra* or umbrella at summit, and a chapel of the Three Gems, Buddha, Dharma, and Sangha, gilt copper, brought memories of the closed kingdom and the story of the

wrecking of Lhasa by the Chinese invaders after its evacuation by the Younghusband Expedition.

In the byways of collecting, at Sotheby's, on Nov. 3 and 4, caskets, *étois*, tinder-boxes, candlesticks, snuffers, knives, buckles, and Dutch brass tobacco-boxes offer possibilities to lovers of for-



WITH PAGODA TOP: A FINE AND RARE CHIPPENDALE MAHOGANY CHINA-CABINET.

Very few of these Chippendale cabinets exist. This fine example (8 ft. high by 5 ft. 2 in. wide), the property of Col. W. Selby Lowndes, of Whaddon Hall, Bucks, is to be offered at Sotheby's, on November 11.

By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.

the Duke of Westminster has sold from his gallery Gainsborough's wonderful "Blue Boy," and Reynolds's "Mrs. Siddons as the Tragic Muse." Some two years ago this was put up at Christie's, but was withdrawn when the bidding stopped at fifty thousand guineas. Sir Joseph Duveen has just paid the sum of £200,000 for these two pictures; Messrs. Christie, in acting as assessors to the Duke of Westminster, advised the acceptance of this offer. Although the contestants in this duel have not provided the art-loving public with the sensation of a public auction and a view of the glorious masterpieces, yet Sir Joseph is exhibiting them in London about the middle of November, after which they will be on exhibition in Paris and New York.

An artistic census seems to be taking place among world collectors; great estates are in the market, noble families are retrenching; Earl Spencer has closed Althorp House, Northampton, for an indefinite period, owing to high taxation and the increased cost of living. Althorp has wonderful art treasures, including pictures and gold and silver plate. The gold plate is the finest in any private collection in Europe.

In spite of a long-continued drought in the art world, there are gracious signs that a more seasonable period is at hand, and that a return to more normal conditions may be expected. In this belief the London auction-rooms commence their recurring exhibitions of art objects, inviting bargain-hunters to win great prizes for



PRE-CHIPPENDALE: ONE OF A PAIR OF EARLY GEORGIAN ARM-CHAIRS, DATED ABOUT 1725.

This and its twin chair are the property of Major F. W. Duff, of Fornham House, Bury St. Edmunds, and are to be offered at Sotheby's, on November 11.

By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.

gotten trifles. They are aptly described as "A Collection of Bygones, mostly of the eighteenth century." Some very interesting textiles, including samplers, are to be offered; and the furniture has notable examples of the William and Mary and Queen Anne periods. In furniture coming up on Nov. 11 in the same rooms, Colonel W. Selby Lowndes sends a fine old Chippendale mahogany china-cabinet. An extremely fine pair of early Georgian arm-chairs, the property of Major F. W. Duff, in date about 1725, in walnut, exhibit the character of the furniture Thomas Chippendale found when he set out to impart grace and distinction to the English chair, and create a style of his own.



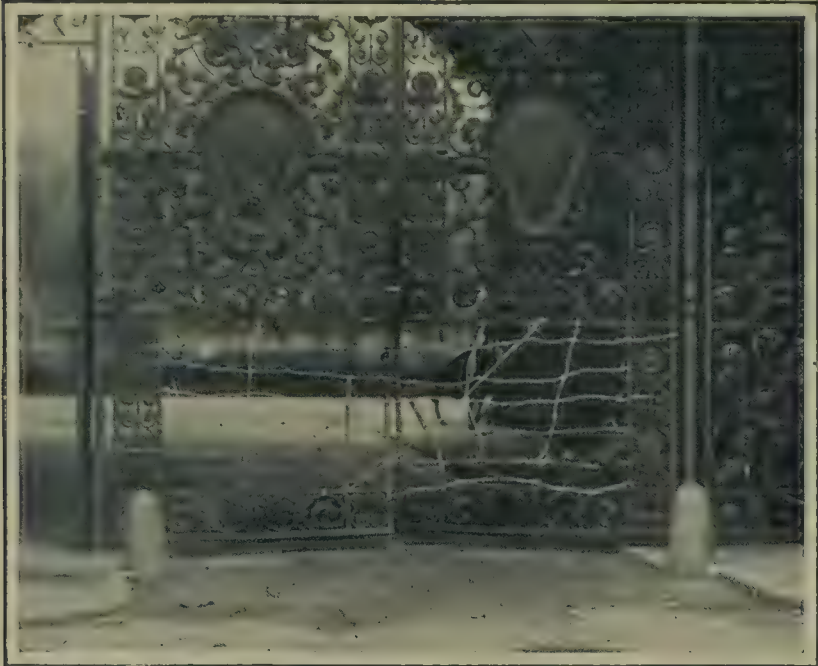
OF THE QUEEN ANNE PERIOD: A WALNUT CHINA-CABINET OR BOOK-CASE.

This cabinet is also to be included in the sale at Sotheby's, on November 11, of furniture belonging to Col. W. Selby Lowndes. It is 9 ft. high by 10 ft. wide, and is oak-lined.

By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.

ANTI-FEMINISM AT CAMBRIDGE: "RAGS"; AND THE "SIEGE" OF NEWNHAM.

PHOTOGRAPHS BY C.N., I.B., AND FARRINGTON PHOTO. CO.



DAMAGED TO THE EXTENT OF £800: THE CLOUGH MEMORIAL BRONZE GATES AT NEWNHAM, WITH THE GAPS BARBED-WIRED.



THE QUESTION OF DEGREES FOR WOMEN AT CAMBRIDGE: VOTERS ENTERING THE SENATE HOUSE ON OCTOBER 20.



UNDERGRADUATE HIGH SPIRITS OVER THE WOMAN QUESTION: A "RAG" PROCESSION, WITH MEN DRESSED UP AS WOMEN "BULLDOGS."



THE UNDERGRADUATE "RAG" AT CAMBRIDGE ON THE OCCASION OF THE VOTING ON WOMEN'S DEGREES: A STREET SCENE.



DEMONSTRATING AGAINST THE GRANTING OF DEGREES TO WOMEN: A CROWD OF UPROARIOUS UNDERGRADUATES AT CAMBRIDGE.

The recent voting by the Senate of Cambridge University on the question of degrees for women, resulting in the passing of Grace II., enabling them to obtain titular degrees, by diploma, without being admitted to membership, was the occasion of an anti-feminist outburst by crowds of undergraduates, which had deplorable results. A great "rag" took place outside Newnham College (for women), and the fine bronze gates at the main entrance, in memory of the first Principal, Miss Jemima Clough, were badly damaged. Irresponsible



ANTI-FEMINIST PREJUDICE AT CAMBRIDGE RUN WILD: EXCITED UNDERGRADUATES DEMONSTRATING DURING THE VOTING IN THE SENATE HOUSE.

high spirits may explain a good deal, but this was carrying things too far. A mood of repentance succeeded, apologies were made, and a notice was subsequently posted in the men's colleges, saying: "Newnham rag, 20th inst. Eight hundred pounds damage, not covered by insurance, having been done at and on the above occasion, gentlemen will welcome an opportunity of bearing the expenses of their own amusement. . . . All undergraduates, whether approving of the rag or not, are invited to send contributions."

DANCE PRIZES AWARDED BY ROULETTE: A NOVEL BALL-ROOM ATTRACTION.

DRAWN BY OUR SPECIAL ARTIST, W. R. S. STOTT.



WATCHING THE DIAL WHEN THE BAND BREAKS OFF: DANCERS EAGER TO SEE WHETHER THE INDICATOR WILL STOP AT THE NUMBER CORRESPONDING TO THEIR SECTION OF THE FLOOR.

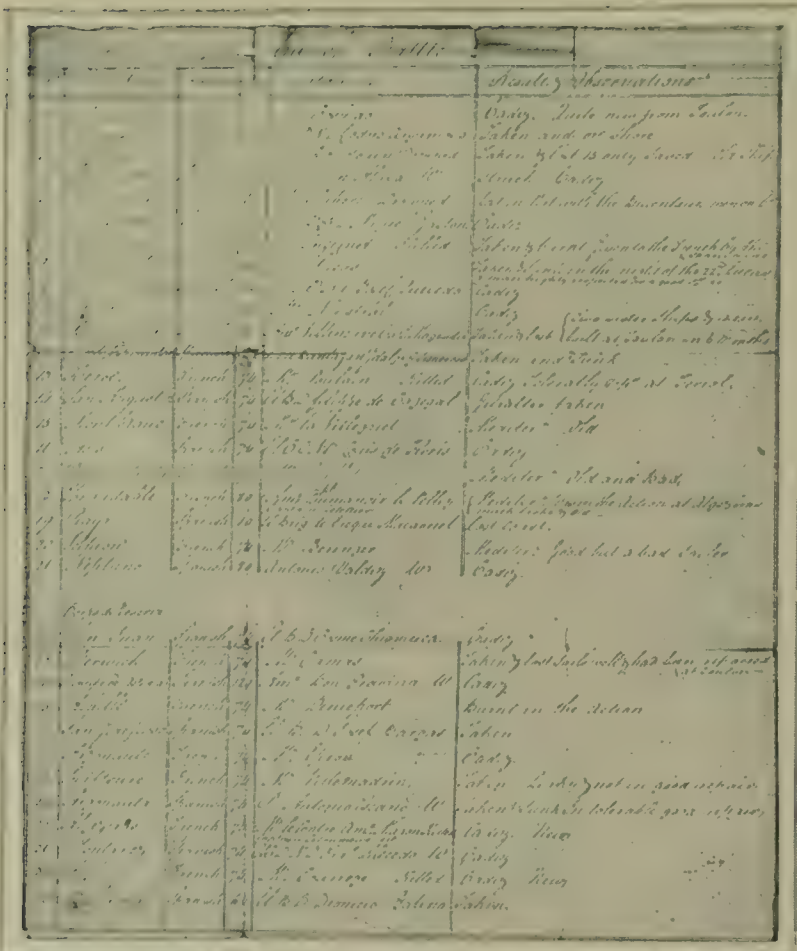
A new feature has just been introduced into the ball-room, to add to the joys of dancers in London during the coming winter season. At Murray's Club there has been fixed on the wall a roulette dial, with a pointer, which is spun round during one of the dances. Before it has ceased to revolve, the band suddenly stops, as in the old game of musical chairs, and the dancers remain where they were at that moment. The floor is marked out in numbered sections. The

dancers stand watching the indicator until it comes to rest and points to a number corresponding to one of the numbers on the floor. The couple who are on, or nearest to, the section of the floor on which the same number appears receive a prize. Although the winning of the prize is purely a matter of luck, without reference to skill in dancing, the element of speculation lends a zest to the affair which is both novel and amusing.

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FRESH LIGHT ON TRAFALGAR: THE NEW FREMANTLE DOCUMENT.

BY COURTESY OF ADMIRAL THE HON. SIR EDMUND FREMANTLE.



SENT HOME BY CAPTAIN T. F. FREMANTLE, OF THE "NEPTUNE," A WEEK AFTER TRAFALGAR: THE ENEMY LINE OF BATTLE. REPRODUCED IN FACSIMILE.

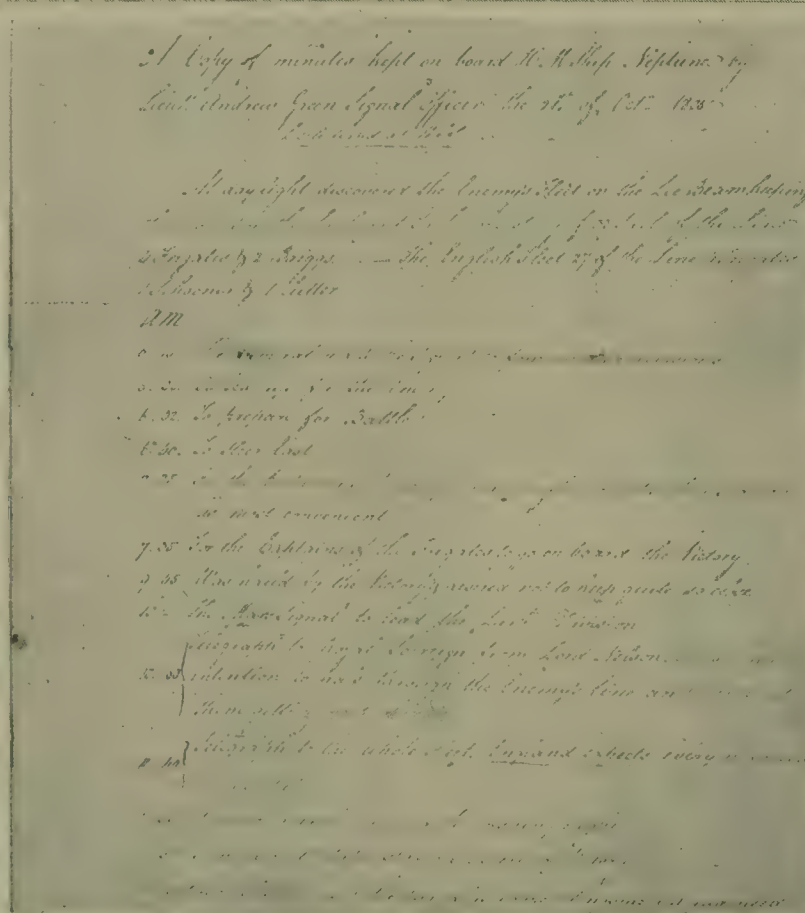
The Battle of Trafalgar: A Newly Found List of Ships Engaged (Enemy and British).

LINE OF BATTLE.					
No.	Ships' Names.	Nation.	Guns.	Captains.	Result and Observations.
1	Pluton	French	74	Mr. Cosmao	Cadiz. Quite new from Toulon.
2	Monarca	Spanish	74	El C.D.V. D. Leonardo Argumoso.	Taken and on Shore.
3	Fougueux	French	74	Mr. Baudouin.	Taken and lost 15 only. Saved old Ship.
4	Santa Ana	Spanish	110	Aml. Don Alava.	Struck. Cadiz.
5	Indomptable	French	80	Mr. Hubert.	Lost in Port, with the Bucentaurs men on bd.
6	San Justo	Spanish	74	El C.D.V. Don Miguel Gaston.	Cadiz.
7	Intrepide	French	64	Mr. Infernet.	Taken and burnt. Given to the French by the Spaniards.
8	Redoubtable	French	80	Mr. Lucas	Taken and sunk in the night of the 22nd. Lucas a man highly respected as a good officer.
9	San Leandro	Spanish	64	El C.D.V. D. Josef Quevedo.	Cadiz.
10	Neptune	French	80	Mr. Maistral	Cadiz. Two sister ships and new built at Toulon in 6 mths.
11	Bucentaure	French	80	Aml. Villeneuve; Capn. Magendie	Taken and lost.
12	Santisdad.	Spanish	130	Don Bantazan Ydalgo y Sisonero.	Taken and sunk.
13	Heroe	French	74	Mr. Poulain.	Cadiz. Tolerably repd. at Ferrol.
14	San Augustin	Spanish	74	El B. D. Felipe de Cagagal.	Gibraltar taken.
15	Mont blanc	French	74	Mr. la Villegriette	Mediterm. Old.
16	Asis	Spanish	74	El C.D.V. Louis de Floris.	Cadiz.
17	Duguai-trouin	French	74	Mr. Touffiet	Mediterm. Old and Bad.
18	Formidable	French	80	Aml. Dumanoir le Pelley Captain Letellier.	Mediterm. Was in the action at Algeiras much broke and old.
19	Rayo	Spanish	80	El Brig. de Erequi Macdonel.	Lost coast.
20	Scipion	French	74	Mr. Berenger	Mediterm. Good but a bad sailer.
21	Neptuno	Spanish	80	Antonio Valdez.	Cadiz.
CORPS DE RESERVE.					
No.	Ships' Names.	Nation.	Guns.	Captains.	Result and Observations.
22	San Juan	Spanish	74	El B. D. Cosme Chioviuca.	Cadiz.
23	Berwick	French	74	Mr. Camas	Taken and lost. Sails well and had been repaired at Toulon.
24	Principe de Asturias.	Spanish	120	Aml. Don Gravin.	Cadiz.
25	Achille	French	74	Mr. Denieport	Burnt in the Action.

[Continued above.]

CORPS DE RESERVE (continued).					
No.	Ships' Names.	Nation.	Guns.	Captains.	Result and Observations.
26	San Yldefonso	Spanish	74	El B. D. Josef Bargas.	Taken.
27	Argonaute	French	74	Mr. Epron	Cadiz.
28	Swiftsure	French	74	Mr. Villemadrin	Taken. Leaky and not in good repair.
29	Argonauta	Spanish	74	P. Antonio Escano. W.	Taken and sunk. In tolerable good repair.
30	Algeziras	French	74	Mr. le Contre; Aml. Magon. Killed. Capn. Letourneur. Wounded.	Cadiz. New.
31	Montanez	Spanish	74	El C.D.V. D. Fras. Alecedo. W.	Cadiz.
32	Aigle	French	74	Mr. Courrege. Killed.	Cadiz. New.
33	Bahama	Spanish	64	El B. D. Dionicio Galino.	Taken.

ENGLISH LINE OF BATTLE.			
No.	Ships' Names.	Guns.	Captains.
1	Victory	110	Vice-Adml. Lord Nelson; Capn. T. M. Hardv.
2	Temeraire	98	Captain E. Harvey.
3	Neptune	98	" T. F. Fremantle.
4	Leviathan	74	" H. W. Bayntum.
5	Conqueror	74	" Isrl. Pellew.
6	Agamemnon	64	" Sir E. Berry, Bt.
7	Ajax	80	The 1st Lieutenant.
8	Orion	74	Captain E. Codrington.
9	Minotaur	74	" C. J. M. Mansfield.
10	Spartiate	80	" Sir Fras. Laforey, Bt.
11	Royal Sovereign	110	Vice-Adml. Collingwood; Capn. E. Rotheram.
12	Mars	74	Captain G. Duff. Killed.
13	Tonnant	80	" C. Tyler. W.
14	Belleisle	80	" Hargwood
15	Bellerophon	74	" J. Cooke (I). Killed.
16	Colossus	74	" J. N. Morris. W.
17	Achille	74	" Rd. King.
18	Polyphemus	64	" Robt. Redmell.
19	Revenge	74	" Robt. Moorson.
20	Swiftsure	74	" Wm. E. Rutherford
21	Defence	74	" G. Hope.
22	Africa	64	" Digby.
23	Thunderer	74	The 1st Lieutenant.
24	Defiance	74	Captain P. O. Durham.
To take Stations when Most Convenient			
25	Britannia	110	Rear Adml. Earl of Northesk; Capn. C. Bullin
26	Prince	98	Captain Gundall.
27	Dreadnought	98	" Conn.



ENCLOSED BY CAPTAIN T. F. FREMANTLE IN A LETTER DATED OCTOBER 28, 1805: FACSIMILE OF PART OF LIEUTENANT GREEN'S MINUTES OF THE BATTLE.

Writing in the "Times" on October 21, the 116th anniversary of Trafalgar, Admiral Sir Edmund Fremantle said: "Lord Cottesloe, the great-grandson of Captain T. F. Fremantle, who commanded the 'Neptune' (98) at Trafalgar, in overhauling family papers recently, has come across a docket containing Captain Fremantle's letters to his wife relative to the battles of Copenhagen and Trafalgar. . . . The enclosure in the Trafalgar letter of the Signal Officer, Lieutenant Green . . . has not previously been published." After recalling his grandfather's association with Nelson, Sir Edmund Fremantle continued: "The letter Captain Fremantle wrote to his wife is dated October 28 (1805), when

the 'Neptune' was towing the 'Victory' into Gibraltar." The upper illustration here shows in facsimile the document giving the enemy line of battle at Trafalgar. The English line of battle (included in the full printed copy above) appears on the back of the manuscript. The lower illustration shows part of Lieutenant Green's "minutes," the whole of which appeared in the "Times" above mentioned. The diagram enclosed in the letter is reproduced on the opposite page. The abbreviation "El C.D.V." (in the enemy line of battle) stands for "El Capitano de Vasso" (Ship's Captain); "El B.D." for "El Brig. Don."; "Santis" for "Santisima"; and "W" for "Wounded."

*The mode of attack between the British & Combined Fleets.
October 21st 1805.*



The Commencement of the Action on the 21st of October 1805.



A NEWLY-FOUND TRAFALGAR DOCUMENT: DIAGRAMS OF THE BATTLE SENT HOME BY CAPTAIN T. F. FREMANTLE.

Describing his grandfather's diagram of Trafalgar, recently discovered, Admiral the Hon. Sir Edmund Fremantle writes: "The diagram . . . is more full of detail than anything previously published, but it generally supports the conclusions and carefully drawn diagrams of the Admiralty Committee of 1913, presided over by Admiral Sir Cyprian Bridge. . . . The full inquiry came to the conclusion that the two divisions of Nelson's fleet were to all intents and

purposes formed in two lines ahead." The ships in the diagram, it will be seen, are numbered, and the numbers correspond to those in the list (on the opposite page) of the line of battle (British and enemy), giving the names of the ships engaged. As mentioned opposite, the diagram was sent home to his wife by Capt. T. F. Fremantle, who commanded the "Neptune," in a letter dated October 28, 1805.

BY COURTESY OF ADMIRAL THE HON. SIR EDMUND FREMANTLE.



THE WORLD OF MUSIC.

By EDWARD J. DENT.



SIR HENRY WOOD AND THE PROMENADE CONCERTS.

ON Sunday evening, Oct. 30, Sir Henry Wood is to be presented with the gold medal of the Royal Philharmonic Society at a soirée in the Grafton Galleries, "in recognition of the invaluable services rendered by him to British music during the past thirty years." The Philharmonic Society has bestowed this honour upon various musicians in the past, among others on Mesdames Patti and Tetrazzini. Its gold medallists have in the main been *virtuosi*, vocal or instrumental. Sir Henry Wood, thank goodness, is no *virtuoso*! He is a conductor, and not even a *virtuoso* conductor; just a conductor, and the sort of conductor to whom *virtuosi* have more reason to be grateful than they perhaps have realised. In choosing him for the recipient of its gold medal the Philharmonic Society is doing its duty as the representative institution of British music. It honours in this case not the supreme egotist, the man of genius, but the man who has given his whole life, so far as he has yet lived it, the man who certainly intends to give the rest of his life—which we all pray may be a long one—to the artistic service of his country. Sir Henry Wood has become an established national institution. In these days of star conductors his name does not create much of a sensation on a poster. One can see Sir Henry conduct any day. There is nothing startling or overwhelming about his performances. There was once a time when he had a certain reputation for being the best conductor of Tchaikovsky, but when one looks back upon his career as a whole the Tchaikovsky episode seems a very small matter.

He has made no great reputation as a conductor because he has never pushed his own interests. There is one department of conducting in which he is incomparable, and that is as an accompanist of concertos. There is no soloist who does not feel absolutely safe and happy when Sir Henry is conducting for him. When he rehearses with some distinguished executant for a symphony concert, he will take endless trouble to secure exactly the effect which the solo player desires. The young and untried player who appears at the Promenades may very likely have to play his concerto without any rehearsal at all. That is not Sir Henry's fault; if the management could afford the rehearsals, he would take just as much trouble for the novice as for Paderewski. But the young performer has no anxieties with Sir Henry; whatever he may do, however nervous he may be, he knows—or he ought to know—that Sir Henry will be absolutely safe,

will foresee his difficulties before he himself does, will help him at every possible moment, and will go through the concerto with but one thought in his mind—to give the young performer the best possible chance. The star conductor who tours



IN "RUDDIGORE": MISS ELSIE GRIFFIN AS ROSE MAYBUD, AT THE PRINCES.



IN "RUDDIGORE": MISS CATHERINE FERGUSSON AS MAD MARGARET, AT THE PRINCES.

Europe and America nearly always specialises on a limited repertory. Monsieur A. is unrivalled in Ravel and Stravinsky; Herr Z. is unique for Beethoven and Wagner. Sir Henry Wood conducts everything, and conducts everything well. More than that, he manages to

look up to Sir Henry Wood as the founder of their school. for this purpose. In the present state of things, Sir Henry's hope seems a little over-sanguine; but I fancy the remark was made in the days before the war. Yet those who are old enough to remember the first start of the Promenades under Sir Henry's direction will remember the timidity with which they began. They will remember, too, how the critics and the public gradually realised that in young Mr. Wood—he was still in his early 'twenties—we possessed a real conductor. That was something new for England. We had the traditions of Costa, Jullien, and Richter—all foreigners; we had some musicians of our own who conducted; but if we hold them in honour, it is generally as composers, or in some other branch of music, not as being primarily conductors. Nowadays conducting is beginning to be recognised as a specialised career for English musicians. To be sure, it is not yet a very lucrative career: until we get national and municipal opera houses established all over the kingdom, conductors will be few and far between. Still, we have some, and they will no doubt bring it gradually about that there should be work for more. They

It is not only the conductors or the executants who have reason to pay honour to Sir Henry Wood. The Promenades have

come to be the regular trial-ground for the young composers. The young composer in England is no longer a pariah. He can write what he will with the feeling that, if he is an honest workman, he will be respected and encouraged.

These last thirty years have seen a development in English music that will be a landmark in our history. Our young English composers are an original and creative force in the world's music; what is even

more important is the extraordinary way in which the whole standard of musical life in England has risen. Music is more respected



"HEARTBREAK HOUSE," AT THE COURT THEATRE: THE CAPTURE OF THE DISCONCERTING BURGLAR.

In the second act of Mr. Bernard Shaw's play, "Heartbreak House," a most disconcerting burglar is captured. He proceeds to upset all preconceived ideas as to what a burglar should be, as anyone who knows Mr. Shaw's methods would expect him to do.

Photograph specially taken for "The Illustrated London News" by Walter Benington.

conduct everything well on a very limited number of rehearsals. It is one of the misfortunes of orchestral music in this country that practically all orchestral concerts are insufficiently rehearsed. Foreign conductors are invariably amazed at the quickness with which our orchestral players grasp new ideas. That they do so is due very largely to the training of Sir Henry Wood. To be a member of the Queen's Hall Orchestra for a Promenade season is to have a liberal education in the whole history of orchestral music from Sebastian Bach to Arthur Bliss. Every now and then Sir Henry sells some of his collection of full scores. They appear in the catalogues of second-hand music dealers, and I advise any young conductor to snap them up whenever he can, even if the particular work does not interest him. For Sir Henry annotates his scores, and his annotations are a lesson in how to prepare a score for performance, a lesson, indeed, in what is more important still—how to prepare a score for rehearsal.

Making a speech on some public occasion, Sir Henry once said that he would like to live long enough to see a Promenade Concert in London every night of the year. Perhaps, when the centenary of his birth comes round, our descendants will consider the possibility of providing some sort of national fund



A WELL-KNOWN BRITISH COMPOSER: MR. GUSTAV HOLST. Mr. Holst is best known to concertgoers by his composition "The Planets." His suite, "Beni Mora," was played at the first Goossens concert on Thursday last (October 27).—[Photo, by Sydney Loeb.]



A GREAT FRENCH VIOLINIST: M. JACQUES THIBAUD.

M. Jacques Thibaud is to give two recitals at the Wigmore Hall: one on October 29, and the other on November 1.

Photograph by Apeda.

LIFE ON THE INCONSTANT MOON?—VEGETATION; AND AN ECLIPSE.

ILLUSTRATED BY SCRIVEN BOLTON, F.R.A.S.



SHOWING APPARENT VEGETATION (ACCORDING TO PROFESSOR PICKERING'S THEORY) IN THE ERATOSTHENES CRATER, AND STEAM ISSUING FROM A VOLCANIC CONE: A LUNAR LANDSCAPE DURING THE RECENT ECLIPSE.

Interest in the Moon has been much quickened of late by astronomical observations. The above illustration is based on the theories of Professor Pickering regarding lunar vegetation, and others of a similar character will appear in a later issue of this paper. "This one," explains Mr. Scriven Bolton, "shows an apparent crop of vegetation on the floor of the great crater of Eratosthenes, which is 37 miles in diameter. Steam is seen issuing from a volcanic cone with a diameter of 600 yards. The recent eclipse of the Moon (on October 16) is shown as it would have appeared to a spectator on the Moon. The dark body of the Earth is passing in front of the Sun and obstructing the light from reaching the Moon. The lunar changes which Professor Pickering ascribes to vegetable growth are of the nature of temporary dark patches discolouring the surface. The growth is frequently impeded by a phenomenon resembling falls of snow. Two volcanic vents in the crater Eratosthenes belch forth steam. This eruption is usually followed by what appears to be a crop of vegetation in the immediate vicinity. According to Professor Pickering, a full crop of vegetation is produced in a single lunar day. This day is equal

to fourteen of ours. The rapidity of the growth vies with that of our mushrooms and toadstools, for a full crop is developed in twelve hours when not interrupted by seeming snow. The surface patterns formed by vegetal growth can be seen through the telescope to change shape rapidly. Vegetation appears in low-lying regions, as on crater floors, ultimately creeping over the summits of the walls, all in twelve hours. Even two crops a day appear on the interior of the great crater Eratosthenes. . . . The Professor's observations infer that the Moon is a world of organic life, of snow and ice, and of volcanic eruptions. One is naturally led to enquire whether the prevailing conditions on our sister world are, or may be at some future date, capable of supporting an intelligent race of beings. In considering the question of organic life, an atmosphere, however rare, is an essential factor. . . . Carbonic acid in the Earth's atmosphere is derived chiefly from volcanic vents, and since the Moon is riddled with a hundred thousand volcanoes, active and extinct, it is safe to infer that our satellite still gives out a fair share of this gas, as important to plant life as is oxygen to ourselves."—[Drawing Copyrighted in the United States and Canada.]

SAID TO HAVE FETCHED £400,000: FOUR FAMOUS "OLD MASTERS."

PHOTOGRAPHS OF THE REMBRANDTS BY COURTESY OF THE "BURLINGTON MAGAZINE"; THAT OF "THE BLUE BOY" BY COURTESY OF SIR JOSEPH DUVEEN.



SMUGGLED OUT OF PETROGRAD AFTER THE RUSSIAN REVOLUTION: REMBRANDT'S "PORTRAIT OF A MAN" (SAID TO BE HIS SON TITUS).



SAID TO HAVE COME FROM RUSSIA IN A BRITISH WAR-SHIP: REMBRANDT'S "PORTRAIT OF A WOMAN" (PERHAPS HIS SON'S WIFE).



BOUGHT FROM THE DUKE OF WESTMINSTER BY SIR JOSEPH DUVEEN, AND "NOT GOING TO AMERICA": GAINSBOROUGH'S "BLUE BOY," NOW GREEN.



BOUGHT WITH "THE BLUE BOY" (IT IS SAID FOR £200,000) BY SIR J. DUVEEN: REYNOLDS'S "MRS. SIDDONS AS THE TRAGIC MUSE."

It was reported recently that the two splendid Rembrandt portraits (dating from about 1662) which belonged to Prince Yussupoff of Russia were being sold for £200,000 to Mr. Joseph E. Widener, the well-known American collector. They were in Petrograd during the Revolution, and were smuggled out of Russia under the noses of the Bolsheviks, "sandwiched" between modern pictures. Reaching London in 1919, they were deposited in the National Gallery and later in a bank. Sir Joseph Duveen, of Duveen Brothers, is said to have given the

Duke of Westminster £200,000 for Gainsborough's famous "Blue Boy" and Reynolds's "Mrs. Siddons as the Tragic Muse." "The Blue Boy" is a portrait of Master Buttall, son of a London ironmonger. Sir Joseph said his first care would be to clean it, as several varnishings during the last hundred years have turned the "Blue Boy" green. He wished it to remain in this country. Reynolds's "Mrs. Siddons" was offered at Christie's a year or two ago, but withdrawn, as the reserve price of 50,000 guineas was not reached.

IN BOLSHEVISTIC RUSSIA: A FAMINE VICTIM'S FUNERAL.

PHOTOGRAPH SUPPLIED [BY TOPICAL.



STARVATION—BECAUSE NO MAN'S PROPERTY OR LABOUR IS HIS OWN: WOMEN FOLLOWING THE FUNERAL OF A FAMINE VICTIM AT KAZAN.

No particulars have reached us regarding the occasion here illustrated. A glimpse of conditions at Kazan, however, was given by the writer of recent articles in the "Times," who had visited the neighbouring famine districts of the Volga. Describing a meeting with a Tartar soldier of the Red Army, he says: "He has come down the river from Kazan, where things are much worse even than here (Samara). Typhus has already broken out there, hard on the heels of the cholera epidemic that raged all the earlier part of the summer. He has

brought his wife and young brother with him from Kazan, thinking to take them with him (to Tashkend) and save them from the famine. And now he cannot get a permit for them to travel with him on the train. . . . I can see that the boy at least has not long to live. The clay ingredients of the refugees' bread are death for the children." Recently, Colonel John Ward, M.P., ascribed Russia's troubles entirely to Bolshevism. The country, he said, was starving because no man's property and the result of no man's labour was his own.

AERODROME REPLACING COUNTRY-HOUSE GARAGE: A FLYING PARTY.

DRAWING BY C. E. TURNER, AFTER AN ILLUSTRATION IN THE "AEROPLANE," BY COURTESY OF THAT PAPER. PHOTOGRAPH BY THE "AEROPLANE"



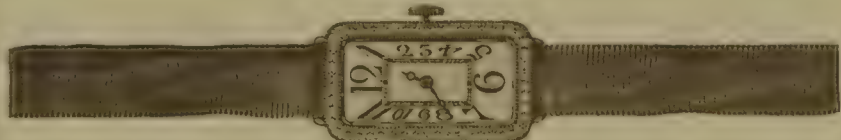
AVIATION AS A HOBBY: MR. LESLIE C. BRAND'S PRIVATE AERODROME AND HANGAR AT HIS CALIFORNIAN SEAT NEAR LOS ANGELES—(INSET) THE APPROACH TO THE CASTLE, FROM THE AIR.

Aviation in this country has hitherto been carried on by the Services or by large commercial companies: it has not yet been taken up to any great extent as a private sport by wealthy men. In the United States, as our illustrations show, it is coming to be regarded as an appropriate adjunct to the attractions of large country estates. The drawing and photograph show the aerodrome, with its aeroplane hangar, constructed by Mr. Leslie C. Brand, of the Title Guarantee and

Trust Company, Inc., of Los Angeles, on his estate among the Verdugo Hills of California. The hangar, it will be noted, has been built in a style in harmony with that of the castle. Mr. Brand keeps a private aeroplane and pilot, and takes his friends for trips over the magnificent country round. Recently he gave a party for "aviators only," at which there were over twenty machines. The inset photograph was taken from an aeroplane.—[Drawing Copyrighted in the United States and Canada.]

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THE autumn season in town is now in full swing; there are quantities of people about, and the Carl Rosa Opera, and the Gilbert and Sullivan Opera, and the theatres are all doing well. I am especially glad to hear of packed and enthusiastic houses for the Gilbert and Sullivan works, for one really had begun to believe that

joint masters are more numerous. Hunting a well-known pack alone has become a very expensive matter, and the quick turn in the wheel of fortune has left many county gentlemen very indifferently off in comparison with pre-war days.

Mrs. Rosita Forbes, the famous explorer, who was married recently at the Chapel Royal, Savoy, to Lt.-Col. A. T. McGrath, D.S.O., R.A., has now another record to add to her list of achievements. She is not only the only woman to have visited Kufara, but the only bride to have been married in a black dress! She stated that her choice of this sombre hue for the joyful occasion was that her marriage indicated the end of Rosita Forbes; so her friends are wondering if this means no more exploring, but a decision to settle down to a domestic life in town. Mrs. Forbes was a lovely bride. Her black satin broché dress was simply cut and made with a square train. Her large feather-trimmed hat was black, and the only touches of colour in her toilette were provided by a flame-coloured flower at her waist and a large lump of bright, clear amber which hung from a long chain round her neck. She carried an ebony walking stick adorned with a bunch of orchids—another innovation—and, when the ceremony was over, bride and bridegroom held an informal reception under the awning, greeting their guests as they left the church.

One thing we women cannot do without is the beauty and fragrance associated with flowers. Perfume, if it be the right perfume—such as is produced by Messrs. J. Grossmith, with a successful experience of close upon a century—is essential. There is character to their scents. Hasuno-Hana, the breath of the Japanese lotus-lily, and Phul-Nana, which is a blend of the fascinations of Indian floral odours, are in as much

demand to-day as ever, although the first of Messrs. J. Grossmith's wonderful series of Oriental perfumes, Shem-el-Nessim, the scent of Araby, and Wana Raneé, which embodies the mingled and delicious odours of the flower Island of Ceylon, have come into equal favour. Everything required for a toilet of refinement can be obtained in any of these favourite scents, so that a perfectly harmonious perfume aura is secured. J. Grossmith's name is a guarantee that each preparation is as perfect as possible, and the



ONE OF THE LATEST THINGS IN TUNICS.

Marshall and Snelgrove have made a specialty in these fascinating and useful tunics at a most moderate price. They are made of crêpe-de-Chine.

revue was unsettling our London taste almost to a level of second childhood. I have not a word to say against a bright, musical, witty revue, but it is not satisfying as an almost unvarying musical and theatrical diet. The King and Queen, having said farewell to the Prince of Wales, are enjoying Sandringham, where pheasants, partridges, hares, rabbits, and wildfowl abound, and where the Duke of York and Princess Mary will get some rousing runs with the West Norfolk Hounds, which their Royal Highnesses intensely enjoy. The prospects of hunting are none too rosy owing to the financial difficulties which meet masters of hounds—expenses higher all round and subscriptions fewer. However, there will be hunting, and good hunting, and women are looking forward to their part in it with great zest.

Dress in the hunting field is very much more conventional than for the Park, or for just hacking. A day in the hunting field makes a great demand on a woman who desires not to look dishevelled and untidy. Therefore, neatness and smartness are the attributes which have made British hunting women's dress the leading thing of its kind throughout the world. Changes in style are not very apparent, but they occur every season, and loom largely in importance with those in the know. There is this year closer fitting of coats than there was last, and coat skirts, although they cover the saddle—a fashion with a good reason—do not reach the mount's back, save in the case of covert-coat weatherproof garments. There is also in some of the smartest riding coats a return to the double-breasted style almost closely fitted. Skirts are no shorter, and the apron variety remains in favour, although many side-saddle women have never adopted it. Waistcoats, whether simulated or real, are in favour, and add a great deal of smartness to the appearance in the saddle. Coats for cross-saddle hunting are long, and frequently show the waistcoat; breeches are beautifully cut; and boots are, as a rule, handed over to brother, husband, or father's valet—maid-servants not bringing them up to the required perfection of polish and colour required. Hats are lower of crown and narrower of brim than they were. Stocks, gloves and veils are matters really for the exercise of individuality, so every hunting woman has her pet source of supply for these accessories. It promises to be quite a good hunting season socially, although



A GRACEFUL TEA-GOWN.

The soft silk lace falls over the Georgette slip in long, graceful lines. Debenham and Freebody have examples of this delightful garment in various colours and black.



AN ATTRACTIVE TRAVELLING COAT.

It has a moleskin collar to start with, and is made of velours cloth, and can be got at Harvey Nichols' in brown, black, and several soft shades.

ingredients so pure that they soothe, heal, and cool as well as beautify.

The birth of a son and heir to Lord and Lady De La Warr is a joyful event. Lord De La Warr has come of age since his marriage to Miss Leigh, daughter of Mrs. Reginald Halsey, then a girl of eighteen. The romance of Lord De La Warr taking French leave from Eton and joining a mine-sweeper, as an A.B. rating, for the war, is well known. He is a grandson of that sturdy British yachtsman the late Earl Brassey, and has the sea in his blood. Not often, if ever, has a British Earl escorted his sister up a church to give her in marriage in the dress of one of our wonderful bluejackets. This did Lord De La Warr for Lady Avicé Menzies in 1918.

—A. E. L.

Our issue of Oct. 15 contained a paragraph referring to the new pigeon-shooting ground which is being laid out at Cap Fleuri, near Monte Carlo. We should like to point out that clay-pigeons, and not live birds, are to be used, in accordance with the wishes of British and American visitors. Cap Fleuri, as its name implies, is a beautiful spot, and a veritable bower of flowers. M. Camille Blanc, the well-known President and Chairman of the "Société des Bains de Mer et du Cercle des Etrangers de Monaco," has gone to great expense in order to make the new sporting facilities as attractive as possible, and it is hoped that the ground will soon be opened. Everything points to an exceptionally brilliant winter season at Monte Carlo.

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C.P. 11



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To-day everyone knows that he spoke the literal truth—that among the host of imitative preparations there is not one that could take the place of Sanatogen; and medical men themselves are the first to admit this. As one of them puts it:

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Has solid sword-steel blades that last, a roller guard which feeds the lather on to the cutting edge; these, together with the Ratchet head—that enables the shaver to be adjusted to any angle—make shaving a delight and save time.

Lasting
Edge-
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The set complete, with stropping handle and seven solid sword-steel blades, each etched with a day of the week, contained in neat leather case

Gold-plated, as above 50/-

A combination set containing seven solid blades and new Automatic Stropping Machine—contained in neat leather case 45/-

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THE PLAYHOUSES.

MR. SHAW'S "HEARTBREAK HOUSE," AT THE COURT.

MR. BERNARD SHAW'S "Heartbreak House" should have been styled "Bedlam Hall," for while there is not a heart broken or breakable among its whole group of philanderers, they talk—oh, at such length!—and behave only too often like a menagerie of lunatics. Even the playwright himself seems to have an inkling occasionally that he has given these creatures of his fancy a twist, and he tries to put it down to the atmosphere of the house, without explaining why it should have any special atmosphere; or, again, to the influence of its patriarchal owner, a retired sea-captain, who combines genius for invention with an admitted craziness, yet is responsible notwithstanding for the best wit and wisdom in the dialogue. The patriarch is paired off with a disillusioned young girl, and the mating of May and December is no more agreeable in a Shaw play than anywhere else. His daughters and their brothers-in-law and other swains play the game of love as Mr. Shaw understands it; that is, with a kind of cold-blooded ardour and a savage dissection of each other's faults. The women hunt the men; two of the men cry in public. We have had all this before, of course, in "Man and Superman," and companion pieces. But in "Heartbreak House" Mr. Shaw pushes his formula of breaking all the social rules a stage further. Not only do his characters morbidly revel in publishing their weaknesses; not only do his "lovers" slash at each other before spectators with feline savagery; they go further in their lack of restraint. You find these people scarifying and ridiculing one of the company as though the poor wretch were off the scene. An author willing to resort to such devices as these can raise laughs easily enough and secure dramatic effects of a sort. A play in which nearly every person at one moment or another loses his or her head and becomes hysterical, stands in no need of a man's threatening to take off his clothes, or of a culminating air-raid, to provide excitement. But what methods to employ! Fortunately, there is a penitent burglar in the story who is really great sport; and Mr. Shaw's satire at the expense of one of our Premiers'

Cabinet supermen, though dated now, is amusing enough.

"TRIAL BY JURY" AND "THE PIRATES" REVIVED.

Only a week has been given in the Gilbert and Sullivan repertory season at the Prince's to the combined revivals of "Trial by Jury" and "The Pirates of Penzance"; and though "The Pirates," on the Gilbertian side at any rate, is wearing a bit thin now, there must be many more playgoers, old and young, than were able to attend last week who would have liked to sample so rare a curiosity as is

Mr. Lytton, and Mr. Sheffield also scored. This week the welcome and long-anticipated reproduction of "Ruddigore" is due.

"FUN OF THE FAYRE," AT THE LONDON PAVILION.

Mr. Cochran had billed the Dolly Sisters to run over from "The League of Notions" at the Oxford, so as to appear in the closing moments of his new Pavilion revue, "Fun of the Fayre," and it was just as well for the fortunes of this novelty on the first night that he had made the arrangement. For when the favourites arrived the audience had been put into a bad humour by an extremely tiresome turn contributed by three Italian clowns (since discarded), and there was need of some really bright turn, such as the sisters' "Pony Trot," for the allaying of openly-expressed discontent. Nor was this circus scene the only item that called for the use of the pruning-knife. The Old Venice interlude, for all its picturesqueness, would bear with shortening, and there is a little too much of the "Way to Write a Play." Miss Evelyn Laye acts pleasingly. Mr. Alfred Lester is in his most comically lugubrious vein, especially in a song about germs. Mr. Morris Harvey is gloriously funny as an alien presiding at a patriotic banquet, and Mr. Walter Williams has his good moments. Curtailed somewhat, there seems no reason why the Pavilion programme should not rival in popularity that of the New Oxford.

"A TO Z," AT THE PRINCE OF WALES'S.

Your first night of a revue must always be more or less of a final rehearsal, but the first night of "A to Z" was very much less of a rehearsal than usual. Mr. Charlot's newest entertainment has already got most of its good turns made, not merely in the making, and the only item needing revision is the sketch of Limehouse China-town. The Trix Sisters with their rag-time songs are full of vivacity. Mr. Jack Buchanan goes on improving, not only as a dancer but also as an actor. Miss Elizabeth Pollock does some admirable mimicry—notably of Miss Irene Vanbrugh. Mr. Frederick Ross fills many parts, his best a travesty of M. Nikita Balieff; there is a comic ballet, there is a delightfully intelligent chorus, and there is a capital dress display in the "Procession of Great Lovers."



SORTING LETTERS TO THE STRAINS OF A GRAMOPHONE: MUSICAL STIMULUS FOR THE INDIANAPOLIS POST-OFFICE STAFF—A PLAN TO BE ADOPTED HERE?

It is reported that the Post Office authorities intend to provide gramophones as a mental stimulus for the staff, to relieve the monotony of sorting letters and other tedious tasks. The idea has already been adopted in the United States, at the Indianapolis Post Office.—[Photo Keystone View Company.]

"Trial by Jury" these days. Here the librettist was at his freshest and best; here Sullivan had to furnish recitative as well as songs, concerted pieces and choruses, and he is no less happy with his task. The delightful little operette went as well as ever it has done, thanks in no small measure to the efforts of Mr. Leo Sheffield as the judge, and Mr. Sydney Granville as the usher. In the "Pirates" revival, the famous waltz aria was well sung by Miss Elsie Griffin and Mr. Derek Oldham. Miss Bertha Lewis,

the sketch of Limehouse China-town. The Trix Sisters with their rag-time songs are full of vivacity. Mr. Jack Buchanan goes on improving, not only as a dancer but also as an actor. Miss Elizabeth Pollock does some admirable mimicry—notably of Miss Irene Vanbrugh. Mr. Frederick Ross fills many parts, his best a travesty of M. Nikita Balieff; there is a comic ballet, there is a delightfully intelligent chorus, and there is a capital dress display in the "Procession of Great Lovers."



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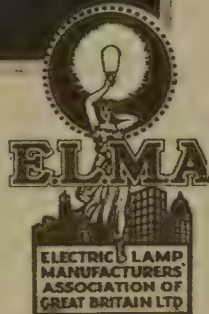
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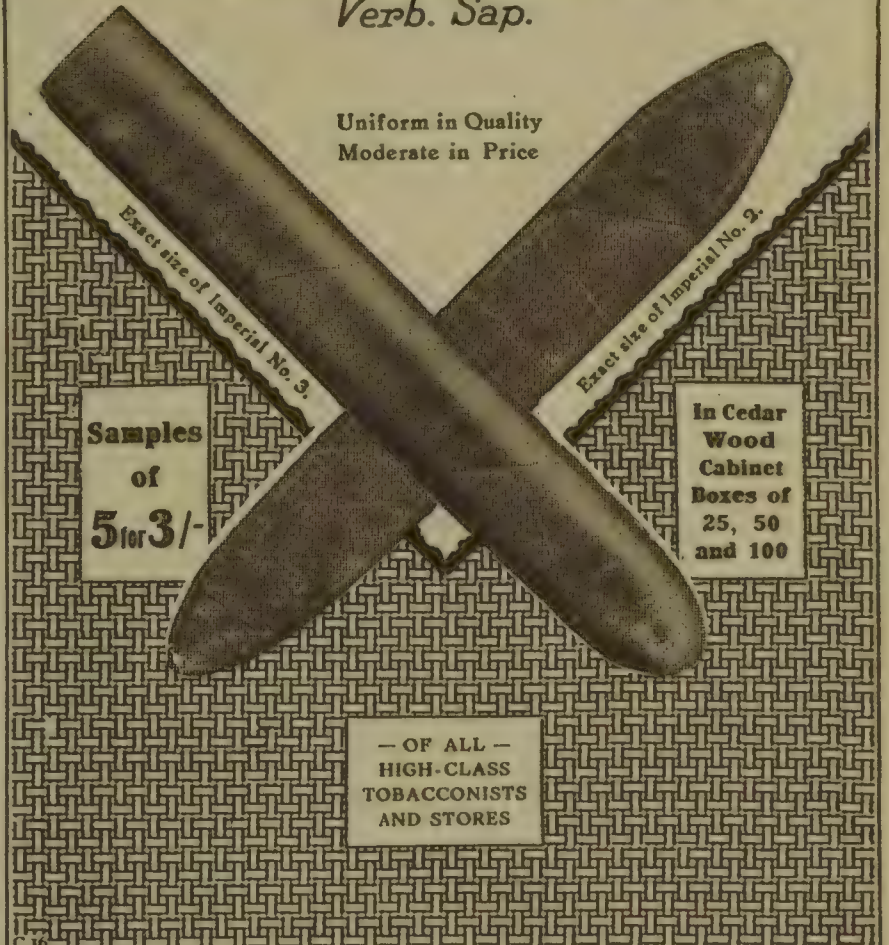
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THE CHRONICLE OF THE CAR.

The 200-Miles Race.

By their organisation of the 200-miles race at Brooklands last Saturday, the committee of the Junior Car Club have done much more than they expected. Conceived as a purely sporting wind-up to their season's programme, this race has demonstrated a new evolution in motoring and the car—a most important thing in itself—and has shown that motor racing of the right kind is a real attraction to the public. From every point of view the race must be pronounced a huge success. Initiated with the idea that the club would be content if half-a-dozen entries were received, it ended in thirty-nine cars coming under the starter's orders. Originally believed to possess some attraction for the more enthusiastic car-owners, who might possibly be induced to go to Brooklands by the hundred to see the race, it proved by far the greatest draw the track has ever had. Many thousands of people went down, and the place wore more the aspect of Epsom on Derby Day than the funereal appearance of Brooklands on an ordinary race day. Then it was thought that the race would be won at between sixty and seventy miles an hour—it was restricted to cars with a cubic capacity of 1500 c.c., or, nominally, of 11-h.p. rating. Actually, the winner's speed averaged 88.82 miles per hour.

As to the race itself, it was a thrillingly interesting spectacle, though it was obvious after the first few laps had been covered that my prophecy of three weeks ago—that the Talbot-Darracq team would probably secure the first three places—must come true, barring accidents. These wonderful little cars, ably driven by Segrave, Lee-Guinness, and Malcolm Campbell, were miles an hour faster than anything on the track. Moreover, they looked and ran like the thoroughbred racing cars they are—there was nothing that seemed to look the part nearly as well. They ran like clockwork all through the race, and there was



WINNERS OF THE 200-MILE RACE AT BROOKLANDS: THE VICTORIOUS TALBOT-DARRACQ TEAM.

On the left is Mr. M. K. Lee-Guinness, who was second with Talbot-Darracq III. Next to him is Capt. Malcolm Campbell, who was third with Talbot-Darracq II. Next (at the wheel) is Major H. O. D. Segrave, who was first, in Talbot-Darracq I.—[Photograph by "Auto."]



THE 200-MILE RACE FOR SMALL CARS AT BROOKLANDS: THE START OF THE THIRD LINE.—[Photograph by "Auto."]

never a moment when their success seemed doubtful. Segrave's car was obviously a little faster than either of the others, and quickly established a slight lead,

which was maintained until at the finish he won by six seconds from Lee-Guinness. Campbell was third, 4 min. 2 sec. behind the winner, having lost rather more than four minutes in changing a wheel in the thirty-fourth lap, rendered necessary by the bursting of a tyre. Allowing for this, the three cars practically finished together, and were going better, if there was any difference, at the end of the race than they were in the beginning. It was a wonderful triple victory, in which the honours are shared by those who designed and built the cars and the men who have driven them to success in the two races in which they have secured all three places—namely, the Grand Prix des Voiturettes and the "Two Hundred."

Some Other Cars and Certain Reflections.

Of the cars which did not succeed in achieving place honours, the Horstman, driven by W. G. Hawkes, provided one of the surprises of the race. It had never been seriously considered as a competitor of the Bugattis, the Aston-Martins, or the A.C.'s, all of which were thought to have a chance of winning outright. This very fine little car and the two Bugattis gave us the real spectacle of the race. For lap after lap the three cars came round in a bunch, with one of the Bugattis in

the lead, then the Horstman, and then the other Bugatti, with never a difference of more than ten yards in the distance between them. At the finish Hawkes seemed to find the extra mile an hour he wanted, and ran into fourth place, with the Bugattis fifth and sixth, only a matter of seconds separating the three.

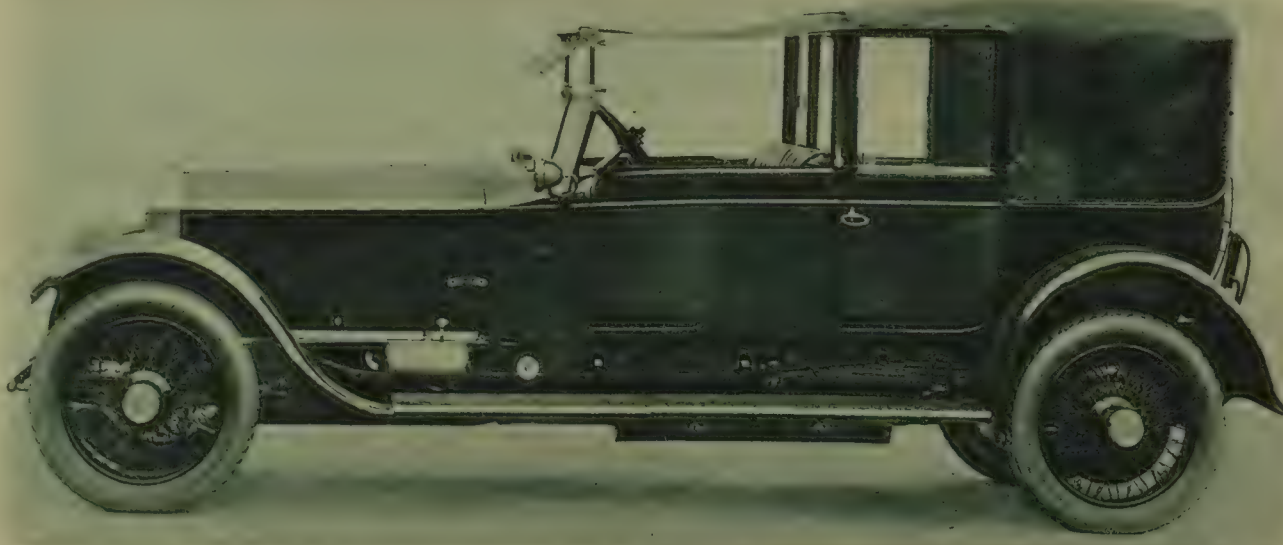
The Aston-Martins, after all one had heard about their capabilities of speed, were a disappointment. They were from the first obviously not fast enough to get anywhere near winning. They had a certain amount of hard luck, such as the bursting of the petrol-tank on the fastest car of the team. Yet my experience of these things is that what we call hard luck is generally due to want of thoroughness of

[Continued overleaf]

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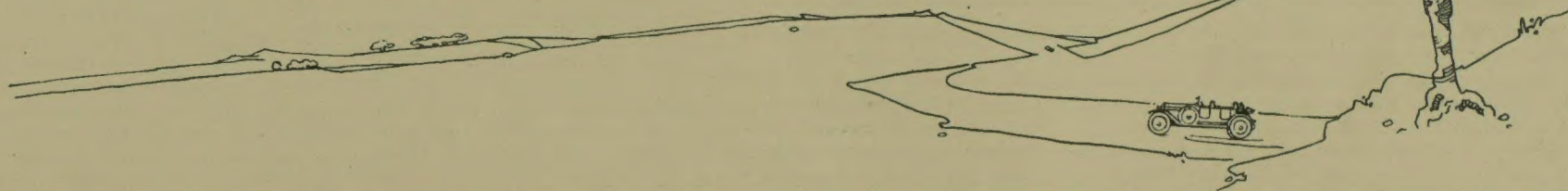
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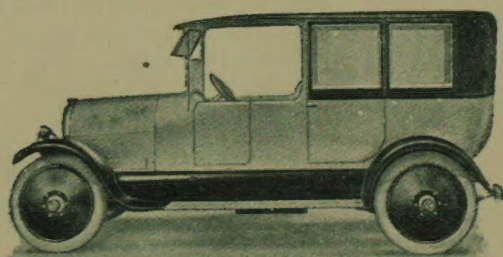
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(Continued.)

preparation beforehand. In setting out to find the winner of such a race as this, I always want to know who has been working on his car all the night previous to the event—and I do not back him to win. The show made by the A.C. team was frankly poor, and none of the cars ever looked to have a hope of showing up well, let alone winning. In fact, the Talbot-Darracqs, the two Bugattis, and the Horstman were the outstanding cars in the race. The Deemster ran very well indeed, but was not fast enough to get near the leaders. It gave an excellent exhibition of regularity of running, however, which has done its reputation no harm at all. The Hillman, too, ran exceedingly well, as it always does; but it, again, was not fast enough to get near the leaders. The 1100 c.c. class race was won by Nash on his famous G.N. racer, though the Salmson, winner of the French cycle-car Grand Prix, led at 100 miles, but was put out of the running for a win by tyre trouble. The "Two Hundred" was a wonderful event, and was won by the team that deserved to win. They had the better cars and the fastest. How much faster they were than the rest was shown by the fact that, as I have recorded, Malcolm Campbell lost a good four minutes in changing wheels, yet he only dropped behind his team mate Lee-Guinness—he had been second up to that time—and finished third, well in front of the Horstman and

dreamed was within the bounds of practical possibility. Nor is the design one which is useful only for racing. I hear stories of a wonderful new little Talbot, with an engine measuring but 59-by-90 mm., which has been timed to do over 60 m.p.h. over the flying mile—a standard chassis, not in any way tuned up. And yet we are told that racing has no longer any influence upon the development of the car.

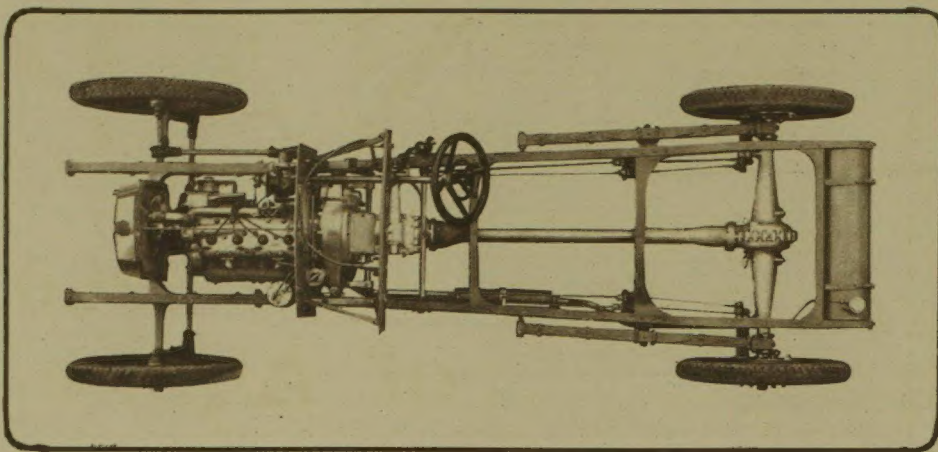
The Future of Brooklands Racing.

One has heard at one time and another all sorts of explanations of the lukewarmness displayed by the public towards motor-racing in Eng-

land, and particularly at Brooklands. "The track executive does not advertise sufficiently," one hears. "The Press does not trouble to report the meetings adequately" is another reason I have heard. As to the first, I do not think that all the advertising in the world would attract people to Brooklands for the ordinary race meeting. Even the car enthusiast has tired of going down there to meeting

after meeting to see antediluvian cars, of enormous power-ratings and doubtful output, being driven round by the same old drivers in the endeavour to defeat the handicappers. The racing is just the same as it was when the track was opened, save that it lacks the

novelty. It is not in the least attractive, and even such as I consider an afternoon spent at the track on a raceday is a waste of valuable time. This ought not



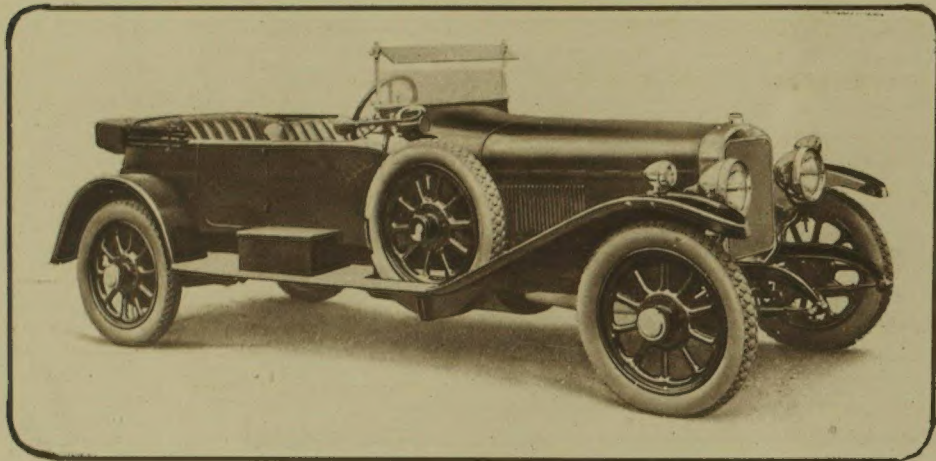
THE 12-H.P. "M" TYPE VAUXHALL: THE PLAN OF THE CHASSIS.

to be so. Motor-racing can be as interesting as and certainly more thrilling than horse-racing. It can, as we saw on Saturday, attract the public. I do not know how many people actually attended, but the crowd was enormously greater than I have ever seen there. And people came from the far ends of the country to see the race—a thing they would never dream of doing to attend an ordinary meeting. Obviously, there is something wrong with the scheme of things, and if Brooklands is to survive as a place where cars race for public entertainment the executive will have to cut away from the fetish of the "Lightning Short and Long Handicaps," and that sort of thing. I don't know whether they can get entries enough to enable them to recast the whole thing. Perhaps they cannot—but you never can tell. We know now that motor racing of the right sort *does* attract the people, and the problem the Brooklands committee have got to solve is how to give the public what it wants. If it cannot find such a solution, then track racing will die an ignominious death.

A Model of Organisation.

No reference to the "Two Hundred" would be complete without a word of praise for the organisation of the race. In every detail it was as near perfection as possible. The start was punctuality itself, and once the cars had got going there was never the slightest difficulty in ascertaining the exact position regarding the field of any competitor. The lap-

(Continued overleaf.)



A HANDSOME LIGHT TOURING CAR: A 24-H.P. SIX-CYLINDER SUNBEAM FOUR-SEATER.

the Bugattis, which had no stops at all. Certainly Mr. Coatalen, who is responsible for the design of these Talbot-Darracqs, is to be congratulated upon the evolution of a small motor which by far exceeds in efficiency and power-output anything we have ever



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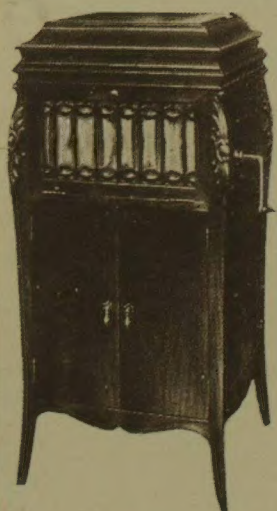
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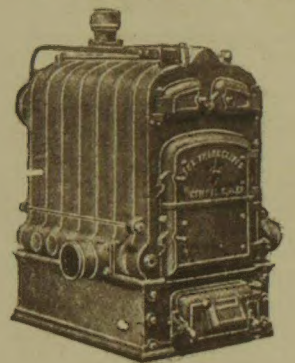
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Continued.

scoring arrangements were excellent, and the method of signalling to the score-board could hardly have been improved upon, judged by the promptitude with which the latest positions were displayed on the huge time-board, visible from all the enclosures. Every contingency had apparently been foreseen and provided for, so that the race went off without a single hitch of any kind. I do not remember any motoring event, excepting possibly the classic Aston hill-climbs of days before the war, in which the organisation left so little to be desired.

It had been freely prophesied that there would be accidents during the race. I confess I had some fear of this myself, but, as a matter of fact, there was one only. One of the A.C. team burst a tyre while travelling fast and, the driver having little experience of the track, the car swerved down the banking on to the grass and overturned. The driver had a leg broken and suffered other injuries, and his mechanic was rather badly knocked about. Fortunately, both are doing very well. That such a race can be run so nearly free from accident at the speeds which were attained, with such a large number of cars on the track, speaks very well for the cars and their drivers. It was an event which it was worth going a long way to see. W. W.

In giving reports regarding this year's vintage from the various wine districts, in our last issue, we omitted to mention that the information was supplied by Messrs. Hedges and Butler, the famous firm of wine-merchants.

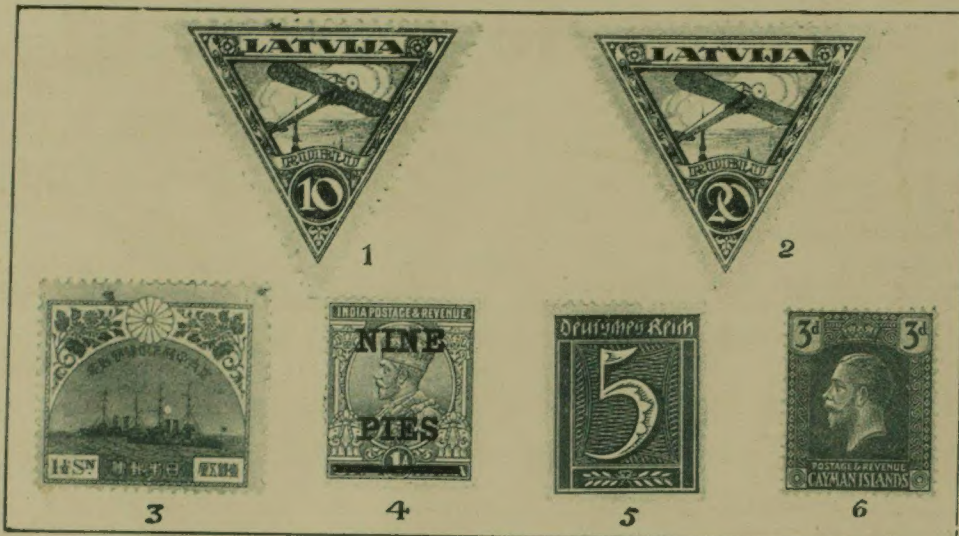
We have received an interesting letter from Mr. George Marr, Secretary to the British Chamber of Commerce in Brazil, at Rio de Janeiro, with reference to what he describes as "two splendid views" (in our issue of Aug. 27) of waves breaking over the sea front of that city. Courteously pointing out certain inaccuracies in our footnote, he says: "Rio de Janeiro is the largest city in Brazil, and only second in population in the whole of South America to Buenos Aires. Its population amounts to 1,157,000, chiefly Brazilian, as one would expect. The line of water front to the Bay and to the Atlantic (not following its sinuosities) is probably nearer thirty miles than five. As to the port, it is one of the finest in the world, and the health of the city will bear comparison with any other of its size. There has been no yellow fever for the last twenty years, and to Britishers here your final sentence ('A campaign of sanitation has eliminated yellow fever, malaria, plague, and small-pox') reads much as if you had said respecting London that the campaign of sanitation had eliminated the Great Plague and the Spanish influenza."

THE CULT OF THE POSTAGE STAMP.

BY FRED J. MELVILLE.

JAPAN has developed the habit of commemorating notable events by the issue of special postage stamps. The latest small set to hand was issued to celebrate the return of H.I.H. Prince Hirohito to Japan on September 3, after his memorable European tour and his visit to England. There are four stamps in the set: 1½ sen, violet; 3 sen, grey-green; 4 sen, red; and 10 sen, blue.

The design shows—in an arched frame ornamented with floral sprays and surmounted by the Chrysanthemum, the Imperial crest—the war-ships *Katori*, in the foreground, and *Kashima* following.



New issues: (1 and 2) Air-mail stamps from Latvia (Lettland). (3) A Japanese stamp commemorating the Crown Prince's return. (4) From 1 anna to 9 pies: an Indian stamp surcharged. (5) An ugly new German stamp. (6) From the Cayman Islands: a new Colonial stamp.—[Stamps supplied by Mr. Fred J. Melville, 110, Strand, W.C.2.]

The Republic of Latvia, or Lettland, inaugurated an aerial postal service in connection with a national exhibition held at Riga. This connects Riga with Berlin, Stockholm, and other points, and, although the exhibition is now closed, the air services are being maintained. Two special stamps have been issued to pre-pay letters sent by air mail. They are triangular in shape, and show an aeroplane in flight over the city of Riga, only a very slight indication being given of the sky-line of the city, with the steeple of the Cathedral showing. The stamps were designed by M. Richard Sarrin, formerly Art Director of the Russian Imperial Printing Office at Petrograd, but now Director of the Latvian State Printing Office. There are two values: 10 roubles, green, and 20 roubles, blue. The stamps exist imperforate, and also perforated.

On account of a huge deficit in the Indian Exchequer, the Finance Minister of the Viceregal Executive Council recently proposed to double the existing postal rates. This proposal was effectively

opposed, and a compromise was reached by imposing an increased postal tariff of 50 per cent. Thus, letters weighing one tola, which formerly went for one anna, are now charged nine pies. There were no stamps of nine pies available, so a supply of the one-anna stamps has been surcharged "Nine Pies," as shown in the illustration on this page. The overprinting was done at the Government of India's Printing Department at Calcutta, and owing to bad register a few rare errors have been produced. In several sheets the overprint reads "Nine Nine" or "Pies Pies," instead of "Nine Pies."

The new stamps of Germany show a paucity of ideas in the art world there. The stamp design consists of the large numerals of value on a reticulated background, within a rectangular frame. The lettering "Deutsches Reich" at the top might have been engraved by an infant from the kindergarten.

The latest issue of stamps for the Cayman Islands bears a new portrait of the King engraved in tailedouze, within a frame somewhat suggestive of the current New Zealand issue.

So many people now live in small houses that entertaining at home has become a real difficulty. The Hotel Cecil dancing season, which has just opened, is specially designed to meet the needs of those who cannot give a large dinner party or dance in their own houses. This is an entirely new venture on the part of the Cecil, which has never before organised a dancing season. The beautiful Palm Court, with its golden lights, makes a magnificent ball-room. The dancing hours are from 8 p.m. till midnight every evening excepting Sunday, and Mr. John W. Birmingham's All-British Syncopated Orchestra supplies the music.

With normal time restored in France and Belgium, the S.E. and C.R. introduced their new programme of Continental services as from Oct. 26. Restaurant facilities are available for first, second, and third class passengers in the Folkestone and Dover boat trains. Paris is again to the front with four short sea services, one of which, "Paris Limited," with its 7 hr. 12 min. run from Victoria (S.E. and C.R.) to Paris (Nord) (via Folkestone-Boulogne), sets up a new post-war record for Continental travel. Habitues of Cannes, Nice, Monte Carlo, Mentone, and San Remo will be pleased with the new through carriage from Calais in connection with the 11 a.m. service from Victoria. A new train for all parts of Switzerland and Italy runs on Tuesdays and Fridays from Boulogne by the direct Laon-Bâle route in connection with the 2 p.m. service from Victoria. All places must be reserved in advance at the Continental Traffic Dept., Victoria (S.E. and C.R.).

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